FROM PATHWAY TO SKYWAY

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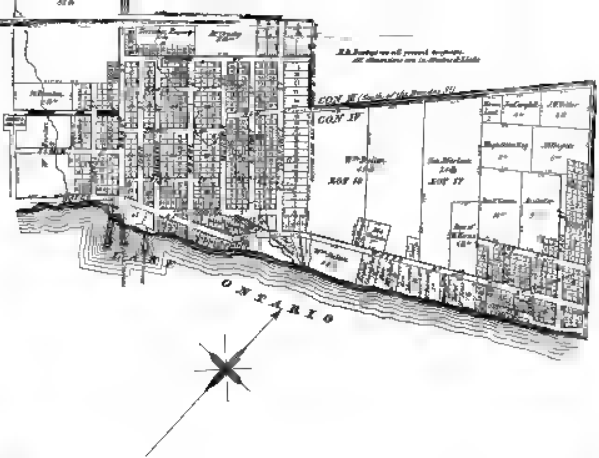

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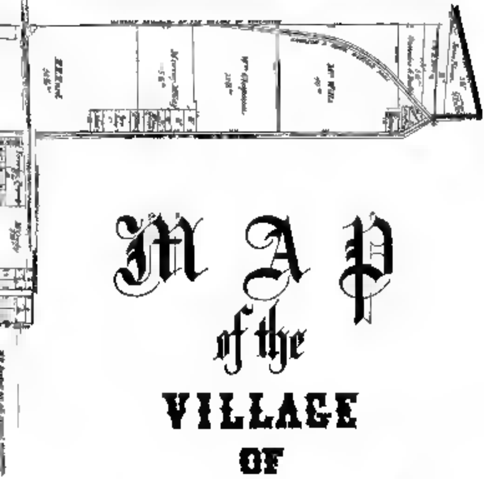

MAP
of the
VILLAGE
OF
BURLINGTON

COMPILED FROM REGISTERED PLANS

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CLAIRE EMERY
BARBARA FORD

FROM PATHWAY TO SKYWAY

A HISTORY OF BURLINGTON

Illustrated

Published by
CONFEDERATION CENTENNIAL COMMITTEE OF BURLINGTON
BURLINGTON ONTARIO • 1967

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To

All those men and women who, from the
early 1800's to the present day have
worked for what they believed was the
good of the area which now lies in the
Town of Burlington— and who have
made the town one of the finest places
in the country in which to live

Acknowledgments

The authors are grateful for help given by the following: Miss Ida Reddy and the staff of the Burlington Public Library; employees of the town in almost every department; members of the Centennial Committee; business and professional men and industrialists; Mrs. M. Easte and Bruce Lindley of the Board of Education administrative offices; and M. M. Robinson whose enthusiasm got the authors started.

Special gratitude must be given to those who helped prepare the book for publication: W. J. McCulloch, who spent many hours with black pencil in hand cutting the book down to size; Emerson Lavender who reviewed manuscripts; Mrs. J. Richardson who proofread; and Leo Podetz who proofread and co-ordinated the Burlington end of the publication.

The authors are also greatly indebted to the many residents of Burlington and district who patiently answered questions and recounted stories of the old days. Some made available space in their homes in which the writers were able to work. Others lent valuable books, papers and pictures for months on end, trusting the authors to keep them safe. Still others helped with research and did typing. This co-operation and interest speeded the work and encouraged the writers. The many names of these people cannot all be listed—but *they* know who they are, and will, we hope, accept the thanks of everyone involved in the publication of this volume.

Introduction

The authors of this history have spent 15 months solving an intricate jigsaw puzzle. It began with a myriad of disjointed facts and stories from the days of the Mohawk Indians, United Empire Loyalists and the nucleus of a community that grew around Brant's Block. The puzzle began to take shape as copious notes were compiled about people and their lives in Wellington Square, Aldershot, Kilbride and Nelson Township centres such as Appleby and Zimmerman which exist today only in people's memories.

Interviews with long-time residents and members of Burlington's pioneer families proved fascinating and the hours spent culling stories and facts from old diaries, yellowed documents and hand-written council minutes began to give us a clear picture of our town.

Pieces of the jigsaw puzzle were finally fitted together with the story of amalgamation in 1958 but history books never have an absolute ending, and up-to-date facts about Burlington were being added even as chapters were being sent to the publishers.

Through research and editing, we have endeavoured to make this volume historically accurate as far as possible with the information available to us. For the sake of brevity it was not possible to use all the material we collected, and it must also be noted that the spelling of some names and places has changed through the years.

We realize that the first chapter may be of interest mainly to geography buffs and certain sections of the book will have more meaning to one family than another, but the human interest stories and anecdotes that have passed down through the generations could have happened in any community.

We are deeply grateful to all the Burlington residents who searched their memories (and their family albums) for us, who lent us treasured documents, patiently answered our endless questions and checked our notes for accuracy. Thanks also to our husbands and children. Without their co-operation, this book could never have been written.

The people whom we wrote about seem very real to us and we feel nostalgia for a friendly small-town atmosphere that we sincerely hope has been transmitted in these pages.

BARBARA FORD AND CLAIRE EMERY

Barbara Ford

On the occasion of the celebration of the one hundredth anniversary of Confederation in Canada, the Confederation Centennial Committee of Burlington commissioned Mrs. Barbara Ford and Mrs. Claire Emery to write the history of Burlington.

The many hours of diligent research spent in preparation for this publication has given us a most complete story of our community that every citizen now and in the future will find both informative and interesting.

I would personally like to thank the many residents who made available historical records, information and pictures, without which this book could not have been written.

To the members of the Centennial Committee, for their assistance in editing the manuscript, Mr. W. J. McCulloch, Mr. Emerson Lavender, my sincere gratitude.

Between these covers history comes to life to acquaint the reader with Burlington in the past, and as the title depicts, it is truly a history of Burlington "From Pathway To Skyway".

JAMES H. PARKER, *Chairman*
Confederation Centennial Committee of Burlington

James H Parker

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1

"Know Ye the Land . . . ?" —Byron

Histories should start at the beginning. If this is true, then Burlington's story should begin millions of years ago when this area was all below the sea. Fossils found in the bedrock deep in the earth are of salt water organisms which indicate the truth of this theory.

Gradually this part of the continent arched above the sea and the water flowed off cutting streams and valleys as it went. The Dundas Valley running west from the tip of Lake Ontario is one of the longest pre-glacial valleys in our vicinity.

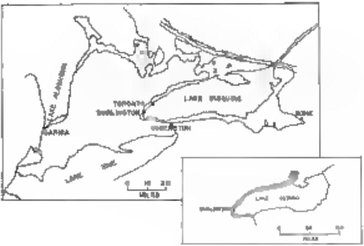
Erosion of the water during this period ate into the softer rock and left the hard rock standing. The Niagara Escarpment is believed to be the result of this erosion.

About 250,000,000 years after the land appeared above the sea its progress was set back by the great glaciers which began to cover it. The glaciers came and went, melted and froze again until at last they began to retreat permanently some 10,000 years ago. Most of the physical features of Burlington today are the result of the Wisconsin Glacier and its recession.

It was in Pleistocene time when this great ice pack extended over all of Southern Ontario and down into Ohio. As the dripping edges melted, they once more uncovered our area. Inland lakes were formed from the melted water and the largest of these were Lake Algonquin covering Lake Huron and Georgian Bay and Lake Iroquois covering Lake Ontario and extending down the Mohawk Valley to Syracuse and Rome, New York. These two glacial lakes were long-lived and their beaches and bluffs can still be seen today.

The glacier changed the drainage of the Great Lakes, and the St. Lawrence Valley was dammed early in the advance and re-opened late in the recession of the glacier. The water in the lakes rose until it found an opening and spilled down the Mississippi or east through the Mohawk Valley.

When the glacial dam in the St. Lawrence lowland withdrew it meant the end of Lake Iroquois as its water began to flow down through Hudson valley. Finally the present Lake Ontario was left, the rim of its waters full 15 feet below the level of Lake Iroquois.



THE IROQUOIS PLAIN ▨

The narrow belt of land along the shore of Lake Ontario formerly covered by Lake Iroquois water has been called the Iroquois Plain. It extends around the western part of Lake Ontario from the Niagara River to the Trent River, a distance of 90 miles, its width varying from a few hundred yards to about 8 miles. The town of Burlington is located near the southwestern end of the Hamilton-Toronto section of the Plain.

The shoreline of Lake Iroquois is marked by the great gravel bar which separates Coote's Paradise from Hamilton Harbour and parallels the harbour and Lake Ontario shorelines into the gravel ridge in Aldershot.

The presence of the Iroquois Plain was instrumental in the settlement of our area and its physical properties supplied the early inhabitants with not only the basic necessities of life but the means to create a thriving community.

Between the lake and the gravel ridge lies a well-drained gently sloping sand plain which varies in width from a mile and a half in the Willow Cove district in west Burlington to just under two miles in central Burlington. These sands were worked and re-worked by the water of Lake Iroquois until they became medium and fine textured. This fertile sandy loam soil formed the basis for the agricultural economy which was the area's first sustenance. The moderate climate influenced

by the lake giving a long frost-free growing season and the presence of the Niagara Escarpment which deflects winds and causes the development of clouds and precipitation have also contributed to the success of farming.

The Iroquois Plain was the first settled area in Ontario, probably due to its proximity to Lake Ontario and the avenues of transportation it provided. The attractiveness of the lake plain landscape encouraged settlement and the easy grades leading up from the lake ports made possible the spread of the growing population into the interior.

The Iroquois Bar separating Coote's Paradise from Hamilton Harbour was a natural bridge for first road and more recently rail traffic. The Burlington Bar (Beach Strip) was also an important transportation route.

The old sand bars of Lake Iroquois and off-shore aprons of sand held a plentiful water supply for the first wells and the Iroquois Gravel Ridge supplied road-building material. The shale and clay inherited from Lake Iroquois have been used for brick and tile from the time of the first solid homes.

As well as providing natural resources the shrinking Lake Iroquois and pre-glacial erosion gave the area interesting physical features which add to the beauty of the landscape. The Niagara Escarpment rises majestically 400 feet over the Iroquois Plain at Aldershot. Just north-west of Burlington the escarpment alters from its general east-west direction and assumes a more north-south trend.

Most of the stream valleys in the Burlington area are deep, indicating that the process of down cutting has been going on since Lake Iroquois began to recede. There are no major streams here and the only one of any size is the Grindstone Creek which flows down the escarpment through Waterdown and the Hendrie Valley into Hamilton Harbour. The Twelve Mile Creek flows down through what was upper Nelson Township and empties into the lake at Bronte. The source of these creeks is back in the Beverly swamp.

Allen Creek flows through town and down into the lake just west of Brant Street. East of Brant and west of Torrance Avenue Rambo Creek discharges its water into the lake. Other similar-sized creeks flow down the escarpment at intervals all across town. Relatively short and water filled only for a part of the year, many of them have created ravines which provide desirable residential settings.

2

Before the White Man

A history of the people of Burlington must include the first settlers, the native Canadian Indians. They came here when the land was unspoiled and left it in the same condition.

Burlington has been called "The Garden of Canada" and other descriptive phrases alluding to its beauty but how much lovelier it must have been when the Indians pulled salmon from the creeks and moved quietly among the stands of oak, white pine, ash, basswood and maple which came down to the water's edge. The only sounds were wind and rain in the trees, bird and animal calls and the ever changing voice of the water.

The setting between lake and bay with the rising escarpment towards the rear made this area not only a place of beauty but, more important to the Indians, a strategic location. They camped at the beach and used trails up to their villages in the north. This was an important stopping place on the great lakes waterway providing a sheltered harbour before entering the Niagara River and, if going east, before pushing across Lake Ontario.

Our knowledge of the Indian has been gleaned from descriptions left by early explorers and travellers and by discoveries made by archaeologists. Unfortunately, the Indians themselves did not write history books for our use. This fact not only has left historians groping in the dark on the early story of Canada but has left the Indian the victim of misunderstandings. Indian public relations with the white man were for most part very elementary.

Early explorers in this part of Ontario found three Indian nations, the Algonquins, the Hurons, and the Iroquois.

The latter two were inclined to the cultivation of the soil and tended to remain on the same land at least until, with no crop rotation, the soil was exhausted. They shared a similar language and culture but no love for each other.

At the beginning of the 17th century the Hurons lived in a narrow stretch of land along the north shore of the St. Lawrence River as far as Quebec and an area south of Georgian Bay. To the south-west were the

Petuns or Tobacco Nation, friends and relatives of the Hurons. South-east of the Petuns, west of Lake Ontario along the north-east shore of Lake Erie, the Niagara Peninsula and inland, was the Neutral Nation. This area included what is now Burlington. These Indians were on good terms with the Hurons and Iroquois who found it expedient to tolerate the Neutrals.

On the west bank of the Niagara River was the limestone quarry of the Neutrals which provided flint for arrows and spear heads used by Indians in a large part of the country. As long as flint was vital, other Indian nations respected the Neutrals.

The Algonquian territory spread above Lakes Huron and Superior along the Ottawa River and across northern Quebec to Labrador. The Algonquins were numerous and their language was spoken by Indians from eastern Canada to the prairies except for a portion of eastern Ontario where Iroquois was the tongue of the Huron, Tobacco and Neutral Indians.

Of the three Nations in eastern Canada, the Iroquois were the most fierce and probably the cleverest. Before America was discovered by the Europeans, three Iroquois tribes, the Mohawks, Senecas and the Onondagas had united, and early in the 16th century two other tribes, the Oneidas and Cayugas joined them to become the Five Nations.

The legend goes that Hiawatha was one of the instigators of this union. In 1712 the Tuscaroras came from what is now North Carolina and the Six Nations were born. The Iroquois were noted not only as warriors but for their agriculture, their laws and their oratorical ability. The United States Senate and House of Representatives resemble the Six Nations council and were supposedly patterned after it.

It was not surprising then that the Iroquois Nation, mighty in battle and with a relatively high level of development, eventually dominated the other Indian nations of this part of North America. They came to control a huge section of southern Ontario and northern United States. Once the English and Dutch provided the Indians with steel, flint was no longer indispensable and the Iroquois were free to sever friendly relations with the Neutrals and to expand their territory.

In their 1609 campaign against the Iroquois, the Algonquins and Hurons allied themselves with the French. The English took on the Iroquois as allies, an attachment which persisted throughout the American Revolution and the War of 1812.

In constant wars between 1648 and 1650 the Iroquois vanquished first the Hurons and later the Neutrals. Only a handful of Hurons escaped. The few Neutrals and Tobacco Indians who were able to flee were absorbed by other tribes. The Algonquins withdrew north-west and were able to survive. The Iroquois were then free to travel unhindered from Hudson Bay to the Carolinas and controlled the routes of trade

They settled along the Mohawk Valley, the Allegheny River, in the rich Ohio country, the upper reaches of the St. Lawrence and the eastern entrance to Lake Ontario as well as on land along the Great Lakes.

INDIAN SETTLEMENTS IN NORTH BURLINGTON

The accounts left by early French missionaries give a picture of some of the Indian settlements in Halton County. Father Jerome Lalemant, a Jesuit missionary, wrote of a trip made by two Jesuits. They arrived in November, 1640 at the first village of the Neutral Nation named Kandoucho, which was reportedly located on Lake Medad. An old Jesuit map of this area shows an Indian village at about the site of Lake Medad. Unfortunately for the missionaries false stories had been spread as to their characters and their intentions. They found "that terror had gone before them and caused the doors of the cabins everywhere to be closed." They visited 18 villages of the Neutrals before returning to Huron country.

The Jesuits, perhaps prejudiced by the cool reception they received from the Indians, did not leave a favourable picture of the Neutrals in their written accounts of their adventures. Another missionary, however, corroborated the Jesuit's impressions. Father Joseph de La Roche Daillon gave an account of a journey taken in 1626 to the country of the Neutrals which he said included both sides of Lake Ontario. "Their real business is hunting and war. Out of that they are very lazy and you see them, like beggars in France, when they have their fill, lying on their bellies in the sun."

Father Lalemant, comparing the Neutrals with the Hurons said "They appear taller, stronger, and better proportioned. ... They cover the bare flesh with a skin like all Savages, but with less modesty than the Hurons as to the breechcloth which many do not use at all." Although the Neutrals did not fight the Hurons or the Iroquois while they were in a position to be "neutral" they did make war with a western nation according to Jesuit reports and should not be considered altogether peaceable.

Many relics of the days of the Neutral Indians have been uncovered in the Lake Medad-Waterdown area. Flint arrowheads, stone axes, stone chisels, pottery, wampum, shell beads and stone pipes have been unearthed by the ploughs of farmers. Indian bone burial grounds or ossuaries peculiar to the Neutral Indians have been uncovered in the vicinity of Lake Medad. The Neutrals revered the bones of the dead and displayed them after the flesh around them had decomposed.

Lake Medad, named after farmer Medad Parsons, is high on the escarpment and has to this day an air of mystery about it. Although the lake is now leased by the Medad Heights Golf Course Ltd. it is not part of the course and the land around the lake basin is still wooded with hemlock, birch and cedar. The 40-acre lake is pure spring water to a depth of about 20 feet. Below this is a dark ooze, and solid bottom is not reached for 80 feet. This gave rise to the belief that the lake was bottomless and that bodies lost in it never were given up. In recent years at least two scuba divers have gone into the lake and confirmed that the bed is in shelves and does exist at about 80 feet depth.

Another peculiarity of Lake Medad which adds to its mystery is that while known to be fed by several creeks, it appears to have no outlet yet always keeps the same level. It is believed to have an underground outlet to the bay or Lake Ontario.

Before the turn of this century water-power for Waterdown mills began to fail and a canal was dug from Lake Medad to the Grindstone Creek to augment the water supply. The water from the lake rushed into the canal but when the lake level reached the level of the bottom of the canal, the flow ceased. The small springs and creeks were enough to keep the lake full but were not sufficient to stand any large drain.

Along the eastern shore there is a rocky ledge near which the remains of an Indian village have been discovered. After the Iroquois had destroyed and scattered the Hurons they turned their attention to the Neutral Nation, and this village soon disappeared. From the trees that are growing over the ash pits it has been estimated that the village met its fate nearly 300 years ago. On a gravelly slope above the camp there has been discovered a burying place, also another a few miles distant on the banks of the Twelve Mile Creek as it flows through Upper Burlington.

LEGEND OF LAKE MEDAD

Lake Medad, set in a virgin forest with its mysterious underground exit, has given rise to several Indian legends. One of these goes like this. Long ago a tribe of Indians lived here and used the site of the lake as a playground. Here they held their war dances and their torture ceremonies. This country was a wonderful land of plenty and these Indians were so well fed and prosperous that they became quarrelsome and ungrateful so that the great Manitou decided to punish them for their misdeeds.

One evening the tribe was gathered together in the valley busily at work preparing to torture the old chief's son. He was quite deserving of punishment for shortly before he had killed his father. The old chief had been ill and the son had persuaded him that he had an evil spirit and that he could free him of it. The old man was to stand ten paces off from his son holding a copper kettle before him as a shield while the son, William Tell fashion, shot the evil spirit with his bow and arrow

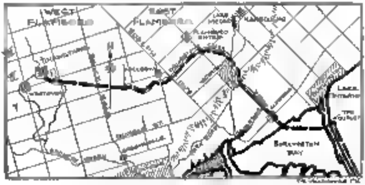
The arrow stopped in neither the kettle nor the evil spirit but buried itself in the old man's heart.

The son immediately fled but was captured and prepared for torture. It was evening, everything was ready. The prisoner was brought forth and bound to the stakes and all the tribe were assembled for the evening's entertainment. Suddenly there came a rushing sound, then another and a louder one, and at last a terrible roar. Instantly the whole glade, tribe, victim and all were swallowed up and in their place lay a peaceful smiling lake full of fish. It is said that no Indian has taken of the fish for they say that the devil was there and the fish are the souls of the departed. According to tales handed down from the earliest inhabitants, there are strange rumblings from the lake from time to time, and sometimes a booming report like a cannon.

EXPLORERS MEET

In 1669 a memorable meeting between white men occurred near Lake Medad. On September 24 Father René de Bréhant de Galinée arrived at Tinawatawa, an important camp of the Neutrals northwest of Lake Medad, with a party which included Father Dollier de Casson and René Robert Cavelier Sieur de La Salle. They found a Frenchman had arrived the preceding day, one M. Joliet who was on his way back to Quebec.

Joliet was amazed to see the Frenchmen emerge from the trail through the woods to the east. Unknown to each other these two parties had been converging on the same point. La Salle and the Sulpicians had



La Salle's route to meet Joliet at Tinawatawa

been coming up the St. Lawrence and along the shore of Lake Ontario from the east. They had landed where La Salle Park is now and had proceeded north to the Indian village located near the present village of Westover.

Joliet left after meeting La Salle but apparently La Salle's party stayed on at the village for several days since La Salle was unwell. Finally, when Fathers Dollier and Galinee indicated that in two or three days they wished to push on using Joliet's route, La Salle told them that the state of his health no longer permitted him to think of the journey he had undertaken to the west and that he intended to return to Montreal. The Sulpician missionaries left the village October 1, 1669.

Joliet and La Salle went on to make major discoveries in their further journeys. In 1673 Joliet with Father Marquette descended the Mississippi as far as the junction of the Arkansas River and saw that it fell into the Gulf of Mexico. Nine years later La Salle completed the exploration of the Mississippi and reached its mouth.

MISSISSAUGA PERIOD

By the end of the War of American Independence, when the first Loyalists began their influx into Upper Canada, the Neutral Indians were gone. The Iroquois, after defeating the Hurons, Algonquins and Neutrals had turned their attention to the French and for ten years battled the fur traders and settlers. The Indians finally realized they were fighting a losing battle and after enduring a winter of starvation due to French attacks on Mohawk supplies, they gave up. Peace descended on the lower Great Lakes region and the Mississauga Indians appeared in Halton County.

The Mississauga hunting ground was the entire area between Burlington Bay and the Humber River and extended north as far as Lake Simcoe, which was known to the Indians as "Lake of the Skies." The tract comprised about 80,000 acres and included what are now the counties of Halton, Peel and part of York. The Mississaugas apparently descended from a more northerly position and are believed to be a tribe of the Algonquian Nation.

These Indians were peaceful, governed by three chiefs and Council of the Three Fires. There was a friendly relationship between the Mississaugas and the Iroquois. In 1796 the former sold to the Six Nations Grand River council a parcel of land adjacent to the Grand River reserve. Later when the government was first negotiating with the Mississaugas for the purchase of land along Lake Ontario from Burlington Bay eastwards, the Mississaugas adopted Joseph Brant, leader of the Six Nations, as their chief. The government, worried that Brant might become too powerful, set aside plans for the purchase at this time.

Brant's Indians were allowed to occupy land at Burlington Beach under an agreement that they do no hunting or fishing on Mississauga lands. John Graves Simcoe, the first Governor of Upper Canada, also honored the Mississauga land rights. Settlers were having to cross Indian territory more and more frequently on the journey from Newark, the old capital of Upper Canada, to York the new seat of government. Simcoe refused to force the Mississaugas to give up their land. The scattered houses erected in this territory were built with the sanction of the Indians. No roads were built but the Indians' trails used instead.

The long term result of this wise policy was that when trouble brewed along the frontier with the Americans, the Mississaugas remained loyal to the British although the sympathies of their nation in the earlier part of the 18th century were not in this direction. The outcome of the War of 1812 might have been quite different had Simcoe and Brant alienated the Mississaugas.

Finally in 1806 agreement was reached and the land of the Mississaugas between the Humber and Burlington Bay was purchased by the colonial government. The Indians gradually dispersed, some going with the Six Nations to their Grand River settlement and the majority joining the rest of the Algonquins to the east near Montreal.

Probably the most interesting evidence of Indian life in this area was unearthed by Samuel Thomas Jr. in 1892 on the old townsite of Wellington Square. Along with a medal weighing about two ounces, there was excavated a large skeleton presumably that of an Indian chief. It had two ivory rings through its nose and lay with a scalping knife, a tomahawk, pipe and hunting knife. The medal was presumed to be one bestowed at an important Indian council held at the mouth of the Niagara River in 1764, presented by Sir William Johnson to representative chiefs of Six Nations Tribes for bravery and loyalty to Britain during the Pontiac War. The medal bears the date 1764, a relief of King George III and the words "Happy While United."

3

Joseph Brant: The Greatest Freeholder

The [illegible] first settler was a Mohawk warrior, Joseph Brant, Thayendanegea, Chief of the Six Nations Indians during a most notable period in history; he earned a place in Canadian annals for his political and military attainments.

His story is a thrilling one. Born in what is now the United States he was one of the first United Empire Loyalists in the true sense of the word, one who preferred to remain loyal to the British crown and settle in Canada. Leading his people to the lush Grand River valley, he chose for his last home a splendid setting at the north end of Burlington beach, a short distance from what was to become the township of Wellington Square.

Joseph Brant was born on the banks of the Ohio River in 1742. His father was a full blooded Mohawk of the Wolf tribe. His grandfather was one of the five Sachems who visited England in 1710 during the reign of Queen Anne, with Col. Peter Schuyler from the American colonies. When his father died Brant's mother married for a second time.

The Brants, events showed, had a partiality toward the white man. In 1748, Joseph's older sister, Mary or Molly, became at the age of 16 the morganatic wife of Sir William Johnson, General Superintendent of the Indian Department for the Crown. She remained as a devoted wife and chatelaine of Johnson Hall until the time of the revolt of the colonies when she fled to Canada and eventually settled her family at Kingston.

Joseph became a protégé of Sir William who watched over his military and academic training. At the age of 13, in 1755, Joseph was present with Sir William at the battle of Lake George. This was at the time of the Seven Years' War when Britain was seeking to break the chain of French forts stretching from the St. Lawrence to Louisiana. Four years later Brant accompanied Sir William during the Niagara campaign and acquitted himself with bravery against the Iroquois' traditional enemies the French.

Through the sponsorship of Sir William, Brant attended Moor Charity School for Indians at Lebanon, Connecticut, founded by Eleazar

Wheelock. This later became Dartmouth College. Brant studied there for a few years before leaving to fight in the Pontiac Wars.

In 1765 Brant was again in the Mohawk Valley and in 1771 he translated the Gospel of St. Mark into Mohawk. A copy of this edition is in the Joseph Brant Museum in Burlington. About this time he married Christine, daughter of an Oneida chief. Leading a peaceful life Brant acquired land, cattle, a share in a grist mill and generally enjoyed a comfortable existence.

Christine bore Joseph a son, Isaac, and a daughter, Christiana, before she died of tuberculosis. Christine's halfsister became his second wife but she, too, died of tuberculosis within a year of the marriage, leaving no issue. Brant remained single for some time but toward the close of the American Revolution he married Catharine, eldest daughter of the head chief of the Turtle tribe . . . first in rank of the Mohawk nation. In her own right, she stood at the head of the Iroquois confederacy, clothed with the power to designate a successor to the chieftaincy.

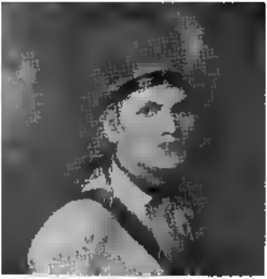
Catharine Brant was of considerable beauty if descriptions of her are accurate. She was tall and graceful, possessing a proud manner and a sparkling personality, with which went a quick temper. She bore Brant seven children: Joseph, Jacob, John, Margaret, Catharine, Mary and Elizabeth.

In 1774, with revolt of the colonies imminent, the Six Nations Indians at a council at Johnson Hall, plied Sir William Johnson with questions, attempting to clarify their position. A few hours after this conference, the exhausted Sir William died.

In the fall of 1775, in an attempt to learn the true political situation between the British, the American colonies and the Indians, Joseph Brant made his first visit to London, England. He was lionized, appeared at court and had his portrait commissioned by the Earl of Warwick, painted by George Romney. This picture shows Brant not as typically Indian in appearance. His nose was small and his skin was not as copper-coloured as others of his race. Indeed, this dignified, intelligent man was far from the Londoner's expectations of a savage redskin.

In 1775, the American colonies revolted against the motherland and the Mohawks at Canajoharie migrated with Col. Guy Johnson, Sir William Johnson's son-in-law and the new Indian Superintendent, to Montreal. Joseph Brant, returning home from England in 1776, allied himself with Britain and thereafter took an active part in the war. His rank of Captain was the highest an Indian could attain.

Brant was a brilliant leader of his Indian warriors. With Fort Niagara, where they had relocated from Montreal, as their base, the Indians made commando-like raids into the Mohawk and Ohio valleys. The War of American Independence ended in 1783 but the issue was



CHIEF JOSEPH BRANT (ROMNEY 1775)

[illegible] the Iroquois who had lost their ancestral lands. They felt the British had no right to cede the Mohawk Valley to the Americans in the peace treaty and wanted the border placed south and east of the Ohio River instead of the dividing line through the Great Lakes. Added to this grievance, the Indians who stayed in the United States were faced with the encroachment on their lands of more and more settlers. This period of unrest below the American border was to result in spasmodic battles being fought for several years. Brant acted as peacemaker and is credited with preventing a general Indian uprising.

Throughout the American Revolution and the intermittent Indian fighting which followed, Brant although fierce in battle, was never cruel or sadistic. He endeavoured to keep his warriors from committing excesses and stories written by his detractors alluding to his atrocities were proved lies. In 1821 his son, John provided evidence to try to right the wrong done his father's name by people such as the poet Thomas Campbell, in his 'Gertrude of Wyoming'.

It is little wonder that Brant and his warriors expected and deserved the same compensation as the white Loyalists. They had lost as much

during the war and had fought with as great effectiveness for the British cause. The Treaty of Paris restoring peace between Great Britain and the United States in 1783 made no provision for the loyal Indians. Mother England had had a lapse of memory, but Joseph Brant reminded her of promises made.

Governor Sir Frederick Haldimand in 1784 granted the Six Nations Indians a large piece of land stretching six miles on either side of the Grand River from its source to its mouth in Lake Erie and another tract at the Bay of Quinte, where a group of Iroquois settled under John Deseronto.

Joseph Brant received for himself a large sum of money as indemnity for the loss of his property. This he used to help his people start life on the Grand River. He bought mills, farm implements and stock and built a sawmill. The Indians were given supplies and provisions as were the other Loyalists and it was not long before they were well settled in their new home.

There was a difference, however, in the British treatment of the Indian Loyalists and the white Loyalists. The latter were given outright grants of land as well as monetary compensation and their children, when of age, were eligible for a further land grant. The Indian lands were so entailed that they could not be sold or leased without Crown consent. Governor Simcoe gave as his excuse for this differentiation, the fear that the Indians would be cheated by "land jobbers". Eventually their affairs became so legally entangled that the true value of their property was never realized. It cannot be said that the treatment given such loyal allies was other than shabby.

In 1785 Brant went to London again this time to try to secure the deed to the Grand River land, promised by Sir Frederick Haldimand. Although in this effort he was unsuccessful, the visit was a personal social triumph for Brant. He visited the homes of the aristocracy, became a friend of the Duke of Northumberland, and went on several outings with the Prince of Wales. The Baroness Riedesel found Brant's manners "polished, and he expresses himself with great fluency". Brant was presented to King George III and Queen Charlotte and when the king offered the royal hand to be kissed, as was the custom, Brant is said to have refused it. He was, he said, a king among his own people. It was beneath his dignity to bow to anyone. He would, however, be pleased to kiss the hand of the Queen.

Brant returned to Upper Canada disappointed with the outcome of his mission, but continued to act as liaison between the Indians and the Government. He was appointed by the Indian Council as agent for the Six Nations in negotiations, and in 1796 was given a formal power of attorney to handle land sales with the Crown. Before that when the Indians first received their lands they encouraged white settlers to be come established on them and gave them unofficial land titles. There were only 2,000 Indians on the huge Grand River tract, which was more than large enough for their needs. Brant felt white settlers would provide an example to the Indians as to how to become good farmers and merchants. The proceeds of the land sales were to be used for the purchase of farm stock and implements, with the remainder put into a trust fund to support the Indians while they were adapting to a new way of life.

The Government tried to discourage these settlers and to not honour the land titles but many of them had been allies of the Iroquois during the American Revolution and were people of integrity. Finally in 1798, the government agreed to ratify the arrangements made with the Indians. Individual Indians, however, continued to sell parcels of land and many squatters entered the tract. Brant's services as a land agent continued to be sought and he never gave up trying to secure an unconditional deed to the Grand River property.

Brant's willingness and ability to accept the white man's way of life was most remarkable for his race and for his time. He used to the utmost advantage the opportunities he was given in his association as a youth with Sir William Johnson.

Yet for all his adoption of white ways, he was an Indian in much of his thinking. In a letter written after one of his visits to England he commented, "you ask me then, whether civilization is favourable to human happiness. . . . There are degrees of civilization from cannibals to the most polite of European nations . . . I was born of Indian parents and lived among those whom you are pleased to call savages. I was since sent to live among the white people. . . . After all this experience, I am obliged to give my opinion in favour of mine own people. . . . Among us we have no prisons, we have no pompous parade of courts; we have no written laws, and yet judges are as highly revered amongst us as they are with you and their decisions are as much regarded.

"Daring wickedness is here never suffered to triumph over helpless innocence. The estates of widows and orphans are never devoured by enterprising sharpers. . . ."

One of the shadows in Brant's life was the death of his oldest son, Isaac, a wilful young man, who was jealous of his father and of his step-sisters and brothers. He was of violent disposition and had killed an American deserter. At Burlington Heights in 1795 Isaac drew a knife and attacked his father. Brant, in defending himself, wounded his son on the head. Later Isaac tore off the bandage and, developing blood poisoning, died. Brant insisted he be placed on trial and was acquitted by both the white man's court and the Six Nations Council. Governor Simcoe said of the affair "I consider it as a fortunate circumstance that in attempting to assassinate his own father this dangerous young man fell the victim of his own atrocity."

Brant, although generally honoured and respected by white men, never forsook his own people. With his own holdings in the Grand River tract, with compensation from the Crown and his pension as a Captain in the army, Brant, after the War of American Independence, could have settled quietly and pursued the life of a country gentleman at Burlington Beach. He chose, instead, to act as intermediary between the Indians and the American and British governments. Those in authority listened to him and showed him the respect they were unwilling to give the average red man.

Due to his moderating influence, differences were often reconciled. He was firm in his dealings with the white man and would never back down when he felt Indian rights were being ignored.

Whatever Brant's motivations, and there were some who implied they were selfish—the Indians in Upper Canada had a devoted father in their Chief who on his deathbed whispered, "Have pity on the poor Indians ... If you can get any influence with the great, endeavour to do them all the good you can".

BRANT AT BURLINGTON

The deed to Brant's property on Burlington Bay was registered in 1798 which, perhaps significantly, was the year that the white settlers at the Grand River had their deeds formally recognized. The description of the property stated that it "contains by admeasurement 3,450 acres ... being composed a certain tract situate at the head of Lake Ontario ... in the Home District of our province ... together with the woods and waters thereon lying ... within the limit of the land heretofor purchased from the Mississauga".

It is almost certain that Brant owned the land before 1798 and it is possible he was unofficially given it shortly after the Grand River property was bestowed in 1784. The Indians historically had had an encampment at the Beach and Kayser and Wade, travelling through the district in 1769 on a mission for Sir William Johnson, mentioned a great number of huts at about this spot. Brant certainly would have been familiar with the area and after the capital of Upper Canada was transferred to York from Newark would have passed this way on his journeys from the Grand River to York.

In a letter written in June 1797 it was mentioned that at Brant's House at 'The Beach' on the shore of Lake Ontario 160 Indians were successfully inoculated for smallpox. Two years earlier Mrs. John Graves Simcoe sailed to the north shore of Burlington Bay where she and her party camped. "Captain Brant called on horseback," she wrote in her diary, "on his way to Niagara but left his sons and attendants here till the wind proves fair for them to proceed". It was necessary for the Brant boys to share the Simcoe accommodation, which was a tent. The attendants found shelter under some boards. Surely if Brant had had any kind of house of his own at the beach he would have left his party there.

A drawing of Brant's home which was included in the John Ross Robertson edition of Mrs Simcoe's diary was not painted by Mrs Simcoe as many of the illustrations were. It was a painting by M. Fisher and mistakenly attributed to Mrs. Simcoe. It cannot thus be used as proof the house was finished before the Simcoes left Canada in 1796.

Certainly the Brants were still well-established at the Grand River as late as 1792 when Patrick Campbell described the household there. "Tea was on the table when we came in, served up in the handsomest China plate and every other furniture in proportion. After tea was over we were entertained with the music of an elegant hand organ. Next day dinner was just going on the table in the same elegant style as the preceding night when I returned to Captain Brant's house, the servants dressed in their best apparel. Two slaves attended the table, the one in scarlet, the other in coloured clothes with silver buckles in their shoes and ruffles and every other part of their apparel in proportion."

When Brant built his house at Burlington Beach he used logs from the Thousand Islands in the St. Lawrence since the type of red cedar he wanted did not grow here. It was designed after the home of Sir William Johnson and a description of the house was set down by James Buchanan, British Consul at New York in the summer of 1819. From the shores of Lake Ontario five miles away he saw the Brant House "which had a very noble and commanding aspect. Driving up to the door we alighted. The outer door leading into the spacious hall was open, we entered and seeing no person about proceeded into the parlour.

It was a room well-furnished, with a carpet and pier and chimney glasses—mahogany tables, fashionable chairs, a guitar and a neat hanging book-case in which among other volumes were perceived a Church of England Prayer Book translated into the Mohawk tongue."

After Joseph Brant's death on November 24, 1807, his widow and children returned to the Grand River. John and his sister Elizabeth by 1819 were living again in Burlington. In that year Elizabeth was described by a visitor to the Brant home as "a charming noble-looking Indian girl dressed partly in native and partly in English costume". Another visitor said "She would not disgrace the circles of European fashion. Her face and person are fine and graceful; she speaks English correctly and with eloquence; she retains so much of her dress as to identify her with her people over whom she affects no superiority but seems pleased to preserve all the ties and duties of relationship."

John Brant was also well known to the early settlers at Wellington Square. When the war of 1812 broke out, Captain John Brant, as Chief

of the Six Nations after his father's death took the field with his warriors. He fought with distinction at Queenston, Beaver Dams, Chippewa, Lundy's Lane and Fort Erie. In 1832 he was returned a member of the Provincial Parliament for the County of Haldimand. Many of his voters did not have a freehold qualification for county elections and his election was set aside when his opponent contested the result. This occurred just before an outbreak of cholera spread through the country. John, at that time only 38, fell a victim and died. Ironically, the fate of his opponent was the same.

Elizabeth Brant married William Johnson Kerr, her second cousin, who was the grandson of Molly Brant, Joseph's sister. Anna Jameson, describing men alighting from a coach at Oakville in 1837, said, "One was introduced to me as Mr. Kerr, the possessor of large estates in the neighbourhood, partly acquired and partly inherited from his father-in-law Brant, the famous chief of the Six Nations. Kerr himself has Indian blood in his veins. His son, a fine boy, is the present acknowledged chief of the Six Nations in his mother's right, the hereditary chieftainship being transmitted through the female though passing over her".

William Johnson Kerr took an active part in the life of the community. In the war of 1812, he was a commander at Queenston and Beaver Dams and rose to the rank of Lieut.-Colonel. In July, 1818, he was at York, a member of the executive committee of the convention called to effect land reforms. About 1819 he was elected a member of the Assembly for Lincoln, representing the settlers whose lot he was trying to improve. In the fall of [illegible] he was found in charge of dredging operations for the Burlington Canal across the beach strip.

Kerr was described as a Wellington Square lawyer. He was interested in politics and his political leanings, while somewhat left of centre, were not so extreme as those of William Lyon Mackenzie. A story is told of an attack Mr. Kerr made on Mr. Mackenzie in Hamilton. After a tempestuous political meeting in March, 1832, Mackenzie set up a table outside the Court House and took signatures to a petition. He later retired for the night in a nearby hotel only to be awakened by Mr. Kerr who enticed him outside where he was beaten up by ruffians. Kerr later paid a fine for his adventure.

Elizabeth Brant Kerr and William Johnson Kerr are both buried in St. Luke's churchyard. They died the same day in 1845 in a boating accident. Nearby lies W. J. Simcoe Kerr, their son. John Brant was buried in what is now Brantford.

The burial of Joseph Brant took place at the Six Nations reserve on the Grand River and not in St. Luke's churchyard as traditionally told. At the time of the chief's death St. Luke's was not in existence and its site was a part of the forest, a good distance from the Brant house. The story of Brant being carried by relays of Indians to the Grand River in 1850 likely originated at the time of his death when his wife and devoted followers wanted his grave to be where they were living. Mrs. Brant returned to the Grand River after her husband's passing and remained there until her death thirty years later. It is inconceivable that a chief of Brant's stature would have been interred in a lonely place in the bush, and not in an honoured grave close by his own people.

In volume II page 518 of Stone's *Life of Joseph Brant* there is reference that in 1816 Lieut. Francis Hall of the British Service, who travelled in the United States and Canada that year, visited the Mohawk village on the Grand River. Writing of Brant, Hall is quoted at the time as saying, 'His grave is to be seen under the walls of the Church'.

In November, 1850, the editor and publisher of the Hamilton *Spectator*, Robert Smiley, was in Brantford to witness with a distinguished gathering the placing of the remains of Joseph and John Brant in the vault in which they lie today by the side of His Majesty's Chapel of the Mohawks. Smiley wrote a story of the occasion and in the lead he states, "The removal of the remains of the distinguished chief, Thayendanegea, and of his scarcely less illustrious son, from the frail and dilapidated graves, which they had inhabited, to a substantial and capacious stone vault in the churchyard of the Mohawk . . . was indeed a ceremony deserving the attention of the hundreds and thousands who took part in it". No mention at all of any trek from Burlington! This puts to rest the romantic tales about Brant's body lying at Wellington Square from 1807 to 1850.

This, then, was the saga of Joseph Brant and his distinguished son and daughter. Today Burlington is left with only a replica of his house, the graves of some of Brant's loved ones and a few street names, "Brant" "John" and "Elizabeth" in memory of them.

Even the contours of his beloved beach have been changed with time and Brant's Pond on which his house fronted was reclaimed years ago. Yet, gracing the property is a modern and growing hospital which bears the name of Joseph Brant, fitting tribute by the modern age to Burlington's greatest freeholder.

4

Brant Park

Not too much is known about the Brant home in the years immediately following the chief's death in 1807. John Brant was only 13 when his father died and his sister Elizabeth, younger still. By 1819 John and Elizabeth were living at the head of the lake when James Buchanan visited them and recounted this conversation: "Having enquired of the Princess (Elizabeth) about her mother she told us she generally remained with her other sons and daughters who were living on the Grand River." John's contested election to the Assembly in 1832 was as a representative for Haldimand county which suggests that by then he, too, was at the Grand River. By this time his sister had married and was possibly using the homestead.

Certainly there is proof that in 1837 Elizabeth, her husband William Johnson Kerr and their children were living in the old mansion of her father. W. L. Stone, biographer of Joseph Brant, is the authority for such a statement which discounts the possibility the family was living at Port Nelson as another writer indicated.

Elizabeth inherited land in 1832 from her brother John who left her in his will "all my land situate in Wellington Square, at the head of Lake Ontario, adjoining Flamborough East and other lands". When her mother died in 1837 Elizabeth fell heir to 706 more acres of land.

The Kerrs died in 1845 leaving four children, Walter, Joseph B., W. J. Simcoe and Catharine or Kate, all of whom shared equally in their parents' estate. Simcoe, born in 1837, became a Wellington Square lawyer like his father and shared his interest in politics. He was graduated from Osgoode Hall in 1862 and in 1867 was defeated in his bid for a Conservative seat in the Ontario legislature. He was the Master of Burlington Lodge A.F.&A.M. No. 165 in 1868 and again in 1871.

For some years it would seem that Kerrs were not living in the old house at the Beach, although it was still in possession of the family. George Thomson, lighthouse keeper at the canal, mentions "the bank (of the lake) on Mr. Kerr's property" and relates that he walked from the canal as far as "Brant's farm yard". Another time he speaks of a "walk through Kerr's woods round by the stone road and down by the Square". He also mentions walking back home on another occasion "by Kerr's lane". He notes on October 2, 1860, that "Mr. Henry, the new tenant on Kerr's farm, commenced plowing with three new plows on the forenoon of the 19th October". It is thus quite possible that the Brant house and farm were rented for a period around this time.

Mr. Thomson mentions many of his neighbours but not Simcoe Kerr until January 19, 1869, when he wrote in his diary "Mr. Simcoe Kerr commenced to sell off his household furniture." Then on December 17, 1869 Mr. Thomson wrote of "Mr Simcoe Kerr moving into his old homestead". From this date until July 1873, when the two men had a "civil growl", Mr. Thomson saw Mr. Kerr at least monthly, and sometimes more often, lending him books, calling at his home, meeting his friends and generally knowing him well. This suggests that the "old homestead" unquestionably was the historic Brant home. Simcoe Kerr married in 1870, indicating he was setting up housekeeping in the family home just prior to his marriage. His wife was Kate Hunter, daughter of Dr. John W. Hunter of Hamilton. The couple had no children.

Simcoe Kerr died February 18, 1875. A year later his sister Kate who married John Osbourne of this area, died. A newspaper headline read, "The Last Link" and went on to state that Kate was the "last connecting link between our times and the days of Brant".

The Brant home somewhere about this time was incorporated into the Brant House, a summer resort. Twenty acres of pleasure gardens, croquet lawns, a bowling green, bathing machines, ice cream parlours and a dancing hall were some of its attractions. In the 1877 Halton Atlas a large page is devoted to a detailed sketch of this building. The proprietor was J. Morris, late steward of the Hamilton Club.

This structure was probably built after Simcoe Kerr's death since diarist Thomson who walked through this section several times a week, did not ever mention it up to that time. A drawing of the "Brant House" was given to the town of Burlington by the town of Oakville and hangs in the lobby of the Public Administration Building.

From the late 1870's this area became a fashionable resort and it was during this period that places like the Ocean House at the beach were built. The three-storey Brant House with its verandah along two sides, its many gables and its interior which was a series of individual motel-like apartments, became a popular spot for vacationers.

Benjamin Eager, the lumber king, had bought a large tract of forest along what is now Maple Avenue. After removing the timber, he tried in 1874 to sell off villa lots north of the old outlet. He eventually acquired the Brant property and later it was sold to a contractor, A. B. Coleman. In the winter of 1899 Mr. Coleman commenced to promote the Hotel Brant, a commodious structure to be built adjacent to the Brant House

BRANT HOTEL

Mr. Coleman's son is certain that the last load of bricks came across the ice of the bay by team from the brick yards on Kenilworth Avenue in Hamilton in April 1902. The hotel opened on July 2nd.

The Hotel Brant would rival in comfort any resort of today. For its time it was very modern with such improvements as elevators, electric light, sanitary plumbing and heating by hot water and hot air. The dining room was one of the finest in Canada, covering an area of nearly 3,000 square feet and opening upon spacious verandahs. There was music during meals and for dancing. Rates were $2.50 per day and upwards.

At one time the maitre d', a native of Jamaica, with his coloured waiters, worked in Kingston, Jamaica, in the winter and Hotel Brant in the summer.

The old hotel registers contained names of notables who visited the hotel, such as William Jennings Bryan. The registers were lost in a fire at Indian Point.

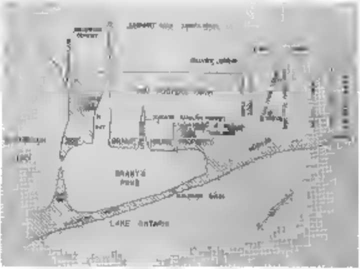
There is some confusion in the names of the Brant House and Brant Hotel. Burlingtonians began to call the hotel the Brant House and this name became quite widely used. The older building, a series of attached apartments, was then known as the Annex.

Several cottages were erected to the south of the Annex and these were rented to summer visitors. Later they were winterized and rented all year long.

A. B. Coleman was a self-educated Englishman who, as a boy, worked for 50¢ a day. He taught himself to make and read blueprints, to prepare estimates and understand the building business. He built a number of houses in Burlington, some of which still remain. At the age of 21 he owned a planing mill on Ontario Street, and later built a larger one which burned down in 1898.

After Mr. Coleman built the Brant Hotel he moved his family to Toronto where he engaged in construction work. He maintained an office in Toronto until his death and commuted three days a week. A. B. Coleman built Shea's Hippodrome, University of Toronto's Convocation Hall, three of the Toronto Exhibition buildings, Fort Erie Race Track, Brampton Home for the Aged and Westminster Hospital, London.

The Coleman family returned to Burlington June 4, 1909, just in time for a son, Brant, to be born in the old Brant House. By this time A. B. Coleman was developing Indian Point on land he had purchased from the Johnstons. He had built a walk along the Foster fence line over to the point, crossing the Big Gut inlet with a foot bridge. Then he built a road along the edge of Brant's Pond, with a small vehicle bridge. This was the first convenient access to Indian Point since previously



BRANT PARK (ABOUT 1915) AS RECALLED BY BRANT COLEMAN

THE ORIGINAL BRANT INN—DESTROYED BY FIRE 1925

vehicles had to go via Maple Avenue, Sand Road and down McMillan's Lane. The contours of the whole area are different today with the filling in of Brant's Pond.

With a road to the point ready Mr. Coleman built five very large cottages, four of them still standing. These he rented for the summer season at "pretty fancy prices" to people like the Melons and DuPonts.

In August, 1917 the Brant Hotel buildings and land were purchased by the Federal government and the hotel remodelled for use as a soldiers' hospital. The verandahs facing the lake were enclosed for wards. A residence for the nurses and a canteen for the men were built. A long ward was constructed to the south, connected to the main building by a corridor. The old Brant House Annex and "cottages" were occupied by hospital staff. In the 1930's the remaining veterans were transferred to Toronto and the Brant buildings demolished.

The Brant Hotel did not serve hard liquor and to satisfy his thirsty patrons, Mr. Coleman bought a piece of land across the way and opened a Country Club, a male haunt, which after 1917 was closed and remodelled to become known as the Brant Inn, a quaint building with shingled outside walls, very warm and inviting. It was operated as a dance spot with rooms and dining facilities until 1925 when it was destroyed by fire.

Mr. Coleman reconstructed the Inn, first the annex to the east, then the main brick building which opened in 1927. Treasall Bros., a Toronto music distributing company, were lessees until 1928 when the Brant Inn Ltd., of Hamilton purchased the property. When this company ran into difficulties, Mr. Coleman found himself once more the owner.

John Murray Anderson, Clifford Kendall and Cec Roberts of Roberts Restaurant, Hamilton, began renting the Inn in September, 1934. By January, 1937, Messrs. Anderson and Kendall became sole tenants and at the time of A. B. Coleman's death bought the Brant Inn. They remodelled the premises and added the Lido Deck for dancing. In April, 1954, John Murray Anderson became the sole owner and remained so until his retirement in December 1964.

Over the years the biggest stars in "show biz" were featured at the Brant Inn: Sophie Tucker, Ella Fitzgerald, Liberace, Lena Horne, Mart Kenny, Eddie Duchin, Ben Bernie, Benny Goodman and Ted Lewis were some of the luminaries who played there.

It seemed the end of an era when John Murray Anderson, in 1964, bowed from the scene he had graced so well. New owners are carrying on, however, adapting the facilities to please a new generation of diners and dancers.

While the original Brant Annex was standing, a small boy and his mother were guests at the hotel. So impressed was the lad with the history of the area, that in later years he decided a replica of Joseph Brant's home should be erected. By then he was Hon. T. B. McQuesten, Minister of Highways of Ontario. A horticulturist and student of history, Mr. McQuesten insisted the Brant Park area should be preserved.

The erection of this building was not without problems. It was in the depression years when historian Ronald Way and architect W. A. Somerville began work. The building was partially completed and remained empty until several Burlington residents, including William J. McCulloch and Mrs. W. A. Weaver, Regent of Thayendanegea chapter IODE, prevailed upon the Hon. T. B. McQuesten during World War II to have the home finished.

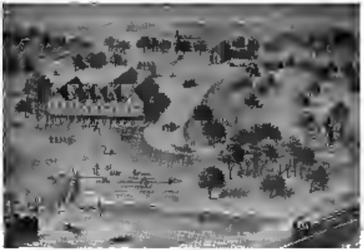
A heating plant was installed and the plank floors which had buckled because of dampness, were replaced. In the downstairs rooms, a few mementos of the Brant period were installed. Upstairs rooms were assigned as living quarters for the curator, the late James Walmsley and his family.

On a rainy May 25, 1942, the Joseph Brant Museum was officially opened by Mr. McQuesten. In May, 1948, T. A. Blakelock, M.P. for Halton presented a flag on behalf of the Ontario government to the Thayendanegea chapter IODE, which held its meetings in the building.

In 1965 an arrangement was concluded whereby the Town of Burlington leased the building from Joseph Brant Memorial Hospital for

an indefinite period. This was the spark needed to revitalize the museum. Town council voted a working budget and Earl Hartley, formerly chairman of the museum board, appointed curator and a program of special displays was initiated.

With the erection to the south of the Ontario Provincial Police building, and the Ontario Highways Department offices and with the eventual completion of the enlarged hospital, the former Brant lands will be in full use. The structures, one housing relics of the past, and the others providing services to meet today's demands, symbolize the emerging new Burlington.



THE BRANT HOUSE— 1837

5

The Beach

The beach strip named Long Beach by surveyor Augustus Jones in 1791 was described by Anna Jameson in 1837 as "that very remarkable tongue or slip of land which divides Burlington Bay from Lake Ontario." The sandstrip was formed many centuries ago by the action of the winds and the waves. Marsh plants and bulrushes grew up on the bay margin and eventually trees flourished. At first an Indian trail crossed the strip but as the white man settled Upper Canada, orchards and gardens were planted and a dirt track was built.

At the southern end of the beach Governor Simcoe built in 1794 the King's Head Inn, a large two-story frame house with two wings. It stood on the lake shore near Windermere cut-off. War between Great Britain and America was thought inevitable and King's Head Inn essentially was a "depot for stores and provisions as well as a rendezvous for the militia and such other troops as it might have been found expedient to have stationed on the line of communication between York and Detroit and Niagara." Innkeeper Bates paid rent of $1 per annum. Lady Simcoe stayed at the Inn in 1795 and described the beach as a "park covered with large spreading oaks."

An old map indicated that by 1798 several families were established at the north end of the strip, and by 1815 settlement was progressing with the construction of houses and storehouses. A shallow passage connected lake and bay near what is now Station 28 but this outlet became filled with silt and was good only for use by boats at times of high water.

In 1817 residents of Barton township complained of the "want of a cut through the beach to Lake Ontario. This concerns the district and the upper part of the province materially as as much as a safe and commodious harbour would then be found in the heart of the country of much importance to the government in time of war."

Residents of Saltfleet in a similar report pointed out that a "canal might easily be cut through the long beach which separates Burlington Bay from Lake Ontario—the present outlet only admitting small boats, and some times a canoe can scarcely pass." This inconvenience was borne

THE SCOW FERRY CROSSING THE CHANNEL BEFORE THE CANAL BRIDGE

out by a loyalist, Thomas Horner, who, in detailing his route from Albany to Oxford county in 1796 said they had to "draw their boats through a small outlet to the bay". The channel may have helped save British warships in 1813 but was of no advantage in the later development of the country.

In 1827, William Johnson Kerr, Joseph Brant's son-in-law, was in charge of dredging operations for a canal finally being cut through the beach, a canal which was completed in 1832. The location of this cut was south of the old channel and at the site of the present modern entrance to Hamilton Harbour.

The canal took many years to reach its present state. In 1826 the cut was much narrower and a small swinging bridge was erected by Nathan Goodell. The structure, light and strong, could be swung by one man and remained until the canal was enlarged and completed in 1832 and scows were used to ferry traffic across.

In 1838, according to the Department of Transport's List of Lights, a lighthouse was built at the south bank of the canal and a lighthouse keeper was hired. The light was kept burning during the navigation season for the guidance of the sailing vessels. This first lighthouse was made of the frame, unwisely as it turned out.

With the advent of the steam boats the lighthouse keeper was hard put to keep sparks from ships' stacks from igniting the building. Finally on July 18, 1856 the winds showered sparks from the steamer Ranger onto the pier, setting fire to the lighthouse, the ferry house and the lightkeeper's two buildings, burning them to the ground.

A pier-end light had been installed by September, 1856 but it was not until June, 1858 that the first foundation stone was laid for the

new stone lighthouse which still may be seen today, although no longer in use, near the railway and traffic lift bridge. The Commissioner of Public Works reported in March 1859, "A permanent lighthouse of stone laid in hydraulic cement has been erected and completed in a creditable manner. In fitting up the lighting apparatus, it was adapted to the consumption of coal oil in order to test its merits for lighthouse purposes ... so far it is found satisfactory. It gives a brilliant and steady light."

At first there was no bridge over the canal. Scows were used to transport vehicles, animals and people from one side to the other. Later scows had wheels around which ropes wound and unwound to pull them back and forth across the canal. There were wooden "fences" at the sides. The tale is told of a small girl who fell over and was pulled to safety by a gentleman who reached out his umbrella. In the rescue the man lost the umbrella. When the ferry docked at the north side of the canal, he marched the dripping child home and requested reimbursement for his lost property. Children were not the only passengers to get a wetting. Accounts tell of horses jumping overboard, "their masters having a serious job in saving them."

Bad storms would ground the scow and in early spring and late fall chunks of piled-up ice would make the crossing impossible. On December 31, 1863, a Mrs. Green and her family were turned back from crossing the canal. They tried every day until January 8, when the water froze solid enough for them to cross on foot. Once it took three-quarters of an hour for a team to get across the gap. Often teams would line up at Rawdry's tavern on the south side waiting their turn to cross.

During the winter the bay froze solid, as much as 22 inches thick and the shorter trip across the ice to Hamilton was made from early January to mid March. Markers were sunk in the ice to mark the route around the mouth of the canal which did not stay frozen for long, probably due to the current. When it did freeze a "man-rope" would be stretched across by the lighthouse keeper to guide pedestrians. Paths across the bay to Hamilton were marked off by pine brush, the one from Brown's wharf at Aldershot being a well-travelled route. The winter season was much colder then and on April 1, 1856, a horse and buggy crossed to the city. It wasn't until April 26 that year that the bay was clear of ice.

Accounts of loads ferried across in the scows (a large one and a small one at one period) record the rustic nature of the countryside in the mid-1800's. On April 15, 1862, 40 head of cattle were taken across and in June, 1874, when the district was more populous, 56 teams were ferried over in three hours.

In 1876, a large black iron bridge was swung over the canal to accommodate the Hamilton and Northwestern Railway, whose line crossed the beach. This railway put Hamilton in direct communication with

PICNICKERS AT THE BEACH

Collingwood and Barrie. Previous to this, beach residents wishing to take the cars into Hamilton had to go to the Great Western, later the Grand Trunk, station at Burlington.

In 189[illegible] the building of a radial electric railway line from Hamilton to Burlington was completed and a second bridge was built at the canal. It had wooden side-walks and some space beside the tracks for vehicles. In 1922 a bascule bridge fabricated and erected by the Hamilton Bridge Works for the Department of Public Works of Canada replaced the old structure.

The last scow used for ferrying people and vehicles had a useful existence after being discharged from active duty at the canal. Thomas Irwin whose summer home was at Station 26 bought it and had it towed to his property on the bayside where it made a fine wharf.

In early days the beach was a naturalist's delight. The silence was broken by the calls of loons, crows, night hawks and curlews. Gannets, eagles and plovers rested there and in March 1861 a large flock of swans, 122 white ones and 12 black, was sighted. The beach waters abounded with fish and game birds. Hauls of a thousand or more herrings were common in the spring, selling at five shillings a hundred in 1854. Whitefish, bass and pike were plentiful besides ducks and game birds. Early in the season, before the summer residents of the beach arrived, men from Wellington Square would come out to the beach to fish and shoot.

The beach pastoral era ended with the coming of the railway in 1876. Crowds from Hamilton and Dundas were visitors on languid summer days, especially week-ends and holidays. Wells' Tavern, the Sportsman's Arms, the Corey House, Dynes Hotel, Perry's Hotel,

Martin's Pleasure Gardens and the Baldry Hotel were some of the oases for the visitors and summer residents. With the beginning of steamer service it was pleasant to sail to the beach and escape the city's heat. Special excursions and moonlight cruises began in the 1870's.

Before the Muskoka and Haliburton districts became popular the beach attracted not only local people as summer residents but visitors from the United States. By the turn of the century it had become the fashionable resort for well-to-do Hamiltonians; Senator W. E. Sanford's wife built "Elsinore", a rest home for young mothers. The Royal Hamilton Yacht Club and the Ocean House with their ornamented frame facades were examples of society's favourite haunts. Landscaping was a challenge but earth was brought in to cover the sand in front of the houses to make lawns. Nasturtiums flourished in the sand and window boxes were popular.

Beach life centred around the entertainment "spots". On December 28, 1874 Baldry's hotel at the canal burned, the fire smouldering in its ashes for ten days according to a neighbour. On the same site, the Ocean House built at a cost of $10,000 was ready to open by the following May. This three-storied resort faced the lake and housed a dance hall, music salon, bowling alley, billiards parlour and boat livery. Across the road on the bay side the Royal Hamilton Yacht Club was built, its regattas sometimes drawing 20,000 people. Diversions such as band concerts, ball games, dances and garden parties took place mostly on the south side of the canal.

The radial line ran north close to the bay between the canal and Station 26, cutting across at this point to run parallel to the railroad as far as the "Brant House hill" where it traversed Maple Avenue to "Ferguson's Curve" and down Elgin Street to the station on Brant Street. Buses today use the same beach station as the electric radials did.

The first dwellings on the Burlington side of the canal were the Curtis, Parkins and Hedley houses. Magistrate G. F. Jelfs lived between Station 22 and 24 on the lakeside of the highway. Alex Leitch had a house with three or four cottages which he rented at Station 24. Other well-known families who summered north of the canal were—McGarrity, Grader, Irwin, Quarry, Powis, Newberry, Patterson, Stewart, Boone, Beatty, Leckenby, Balfour, Judd, Mundle, Yeates, Hutton, Wilson, Christie, Stewart, Philip, Newbigging, Jones, Malcolm, McPhail, Riddell, Munn, Lumsden, Loosley, Dodson and Sinsel.

About the turn of the century William Smith had an icehouse at the rear of his home near Station 23 on the bay side. Ice cut from the bay was bought by the summer trade on a cash and carry basis. For years Billy Smith skated down the lake shore to Toronto and back. Bob Curtis owned a refreshment booth at Station 22 on the bay near the canal. Curtis was a drover and well known throughout Halton County

In 1906 cottages between the canal and Station 25 on the lakeshore had to be moved to the bay side to make room for a line of towers carrying electric power lines. Morris, now Omaha Avenue, still has many of these homes.

Strolling along the boardwalk to the canal was a pleasant diversion before the automobile. Evenings brought the sound of music wafting over the water, and the bells of Hamilton and Burlington could be plainly heard at the beach. The perfume of the farm fields drifted across the bay in June and in August the aroma of Aldershot melons was borne on the breeze.

Gradually the old way of life changed. Fire destroyed many of the buildings, often in a spectacular way. When the Ocean House burned boys formed a bucket brigade to bring the water to the men. Witnesses told how mattresses were carefully carried from the second floor while panicky men were frantically leaning from the first floor windows tossing the china and glassware out.

The radial cars after 1897, and later the automobile helped to bring about a transformation of the bucolic surroundings. The dirt road had given way to a paved highway by 1925 and swarms of visitors converging on the beaches each week-end put an end to the resort's exclusiveness. Family summer residences gradually were converted to permanent year round homes and the atmosphere no longer was the same. The "colony" disappeared for all time. The radial electric railway ceased operations in 1929 and the Hamilton Street Railway today operates the route across the Beach to Burlington.

The original survey of Saltfleet township made about 1788 did not include "Long Beach" as the sandstrip was called. This area was set aside as a military reserve but to some extent came under the jurisdiction of Saltfleet. Between 1840 and 1878 parcels of the beach had been acquired by settlers but early in this period much of the land was Crown Land and the residents a law unto themselves. The beach north of the canal was in Nelson township, Halton county, and south of the canal was in Saltfleet township, Wentworth county.

For many years the beach was administered by a Commission, but records of Nelson township and Wellington Square constantly refer to the sandstrip. Roads were the chief consideration.

An unsuccessful attempt was made by the City of Hamilton to annex the beach in 1907. Magistrate George Fredrick Jelfs of Hamilton, a summer resident, helped beat the attempt.

The beach commission was dissolved by Act of the Legislature in 1956 and a part of the beach north of the canal was offered to Burlington. The town council under Mayor Ted Smith turned it down. All the lands south of the county line with some but not all of the beach strip lying within Burlington were annexed to Hamilton as of January 1, 1957.

Burlington continued to provide water to the area north of the canal as well as fire protection, and many children living there attended school in Burlington.

On May 25, 1964, the Ontario Municipal Board agreed that "the social welfare, education, religious and aesthetic habits of the residents should increasingly be bound up with those of Burlington". Annexation by Burlington of the north side of the Canal took effect January 1, 1965.

Another chapter may be added to the history of the Burlington section of the beach if the envisaged lake-front park from the Brant Inn to the canal should materialize.

THE BEACH STRIP BEFORE THE HIGHWAY

6

A World of Ships

On the coat of arms of the town of Burlington is a three-masted square-rigged clipper ship. This vessel is indicative of the important part played by ships in the town's history. Indeed, ships made possible much of Wellington Square's prosperity in the mid nineteenth century.

The first craft used for express in Upper Canada were canoes but not the kind one thinks of today. These were large boats which carried an average of three tons. The largest could transport as many as 60 men or 50 barrels of flour. From this simple start the design of Canadian ships gradually progressed to multi-masted schooners. The earlier clumsier batteaux were found useful to load and unload cargoes when there were no proper docking facilities for sailing ships and the schooners had to anchor in deep water.

It is difficult now to think of Burlington as a port. Places such as Port Credit, Oakville, and Bronte at the mouths of good-sized creeks, and Dundas at the head of a smaller lake had natural sheltered harbours. Docks were built at Port Nelson and Wellington Square to serve the growing local need for transportation facilities, lack of sheltered harbour or no. The schooners didn't care; they would stop anywhere for a cargo.

At the foot of the Guelph Line was a sandy beach sloping gently into the water. Here the docks and warehouses of Port Nelson were built with two tall pines over 100 feet high serving as landmarks for sailors. About a mile-and-a-half along the shore, three docks at Wellington Square pointed out into the lake — Bunton's, Baxter's and Torrance's. Around the north shore of the bay a sentinel oak proclaimed Alex Brown's wharf at what was sometimes called Port Flamboro, and today is known as La Salle Park.

The first cargo to be shipped from the lake ports here was grain. The first settlers planted wheat in spaces between tree stumps and built up crops until there was a surplus. "Wheat was almost the only cash crop the Upper Canadian could grow, the only means by which he could get his hands on a little money," writes Prof. A. R. M. Lower, adding that by 1850 nearly 12 million bushels of wheat were being grown in Upper Canada. The Wellington Square area was one of the largest of the producers.

It must be remembered that this region was Canada's "west" and at that time Sarnia and Windsor were the farthest western points of settlement with nothing beyond but the wide, empty prairies, which had not yet proved they could become the breadbasket of Canada.

Between 1845 and 1865 wheat was the most important export of the area. At one time Port Nelson shipped more cargo than Hamilton. On busy days the Guelph Line from Fisher's Corners (now the Guelph Line and the Queen Elizabeth Way) to the docks was an unbroken line of carts hauled by horses or oxen, waiting to unload. The same congestion occurred on Brant Street. According to Smith's 1844 Canadian Gazetteer, exports from Wellington Square included 34,921 bushels of wheat.

Two local farmers were proud of their records, one raising 200 bushels of wheat on seven acres in 1855. The other one raised 540 bushels on twelve acres in the same year. Farmers like these paid $4 to $5 per 100 bushels to have their grain threshed.

After reaching the lake the loads were dumped into bins and taken in little cars down small rails or tracks to the waiting vessels tied up at the dock. Every pound was scrupulously tallied to make sure the farmer got his due and that the ship's captain was not short-changed. The docks were busy places and attracted small boys. In 1856 a young lad was suffocated in one of the Baxter wheat bins at the foot of Brant Street.

The manufacture of flour became an important local industry. A large steam flour mill was built in 1812 when James Gage laid out the townsite. In 1844, 10,922 barrels of flour were shipped from the "Square". Frequently 200 teams in a single day would deliver their wheat to the flour mill. This mill along with village lots yet unsold was purchased by Torrance and Co. of Montreal who conducted a prosperous grain business.

Schooners came and went from here and from Port Nelson. In the middle 1850s and early 1860s several ships a day, some from as far away as Chicago, called to unload wheat to be ground into flour. Wheat was not the only cargo; boat loads of empty flour barrels were delivered too. Occasionally ships ran aground and on Sunday, November 30, 1856, crowds went from the Square to see the schooner *Ruby* aground on the beach with a load of flour. In November 1860 the schooner *Berlin* loaded with salt drew the villagers to the lakeshore as she lay helpless. It took 17 days to unload and refloat her. In October 1861 the schooner *Admiral* grounded north of the canal, and on October 31, 1869, the schooner *Peerless* hit the canal pier and sank in the channel.

The sight of these ships under sail coming in to the port of Wellington Square would be breath-taking today; it is understandable how, when listing and aground, they must have attracted sightseers of a hundred years ago.

J CALLOWAY & CO

AN EARLY GRAIN BROKER AT THE FOOT OF BRANT ST
(overlooking the Lake)

With the importance of ships in the life of Wellington Square, the development of ship building became a thriving industry along with grain export and flour making. One of the early ship builders was an American, Willet Green Miller, born in 1800. Deserting the American cause, he was headed for Hamilton in 1824 when a storm wrecked his boat on the beach. He decided to stay here and apprenticed himself to a local shipbuilder. He grew prosperous and rose to a partnership in the firm which became known as Bante and Miller. He built numerous sailing ships and steamboats, one of which was the *Chief Justice Robinson* which boasted a protruding prow at the waterline for ramming the ice.

The *Highland Chief* built by Mr. Miller in 1834 sailed on Lake Erie. In the fall of 1834, a violent storm that tossed vessels up on to the front streets of Buffalo wrecked the *Highland Chief*. Another of the Miller ships, the *Sir Robert Peel*, was driven ashore at Wellington Square in a snow storm. The demands of the trade forced vessels to sail very late in the season. Miller built his last ship, a small one, the *Kate*, at Oakville in 1866.

Willet Miller and his partner Bante must have had some association through business interests with another pair of entrepreneurs, Smith and Chisholm. Hiram Smith, born about 1806 and Andrew Chisholm bought land in 1833 at Wellington Square, for a store site. The partners had shares in several boats built during the 1800's. Another Chisholm, William, built sailing vessels here and owned the first ship that sailed through the Burlington canal in 1826.

Some of the records of ships built here have been preserved. In April, 1861, it was recorded, "April 4, the new vessel at the Square has put her foremast into the step, her main mast yesterday . . . April 20, can see the new vessel at the Square bending sails . . . April 25, schooner *Charles Baxter* launched at the Square, a large number attended."

Although the industry declined, many ships were owned by villagers of Wellington Square and Port Nelson. March 5, 1860, "Johnson exchanged a village lot in Port Nelson with a house for the schooner *Agnes*." (No mention of how big a house.) In 1861, "Messrs Irwin and Douglass of Port Nelson bought the schooner *Lively* for $150." The Halton Atlas lists in 1877 three ships owned in Burlington, the *Mary Jane* owned by Captain Daniel Henderson, a vessel of 22,000 bushels capacity, 345 tons register; the *Azov* and the *Sweepstakes* each about 12,000 bushels capacity, 195 tons register, owned by John Waldie and William Bunton.

In 1868 on the Great Lakes there were 56 steamers, 15 propeller craft, and 64 tugs along with 266 sailing ships and 27 barges, double the amount of shipping as recorded for 1856.

Lumbering was another of Wellington Square's early enterprises depending on water transportation. Timber merchants had been established from the beginning of the 19th century in Quebec, the shipbuilding centre of Canada. From there lumbering spread inland. Square timber was shipped to England to replace imports from the Baltic countries cut off during the Napoleonic War blockade. Square timber was much in

THE PIER SHOWING NARROW GAUGE TRACKS

DOUGLASS SAW MILL—PORT NELSON

demand because it economized cargo space, but it caused much harm. The outside portions of the trees were cut off in the forest littering the ground. In no time clear creeks of Halton county were choked with sawdust, growing shallower until they no longer could support the varieties of fine fish that abounded when the country was first settled. Hardwood was much in demand, especially tall, straight red and white pines which were used for masts of the sailing ships.

Canadian lumbermen soon realized it was less wasteful to cut a tree into planks instead of throwing away all but the centre core. Soon lumber mills were doing a brisk business and by 1846 there were 17 sawmills in Nelson township. Sawn lumber was shipped to Britain, but by the mid-1860's, the American market had been opened up. The economy of British North America became based largely on forest products. Places like Kilbride, Lowville and Zimmerman prospered, located as they were amid seemingly inexhaustible forests on creeks powering the mills.

At Wellington Square Benjamin Eager was a successful lumber

merchant. By the late 1860's the sound of lumber being handled could be heard here and at Port Nelson. Just as the grain carts had lined up along the Guelph Line and Brant Street, so it was with the lumber wagons which formed a procession miles long to the lake front wharves.

Teaming wood gave many men work, the wood being brought over the uneven roads in the summer and over smooth ice in winter. On January 8, 1870, "Four teams with two saw logs each came over the ice on the north shore from Emery's to Eager's saw-mill." Mr. Eager owned at least some of his own transportation as there is a record of his scow being damaged in the canal on December 5, 1870.

The lumber boom in the 1860's did not come any too soon. The Crimean War had created an inflated demand for grain and flour but at its end in 1856, a depression set in which was heightened by a poor harvest of 1857. Thanks to lumber, times improved somewhat and the economy was steady until the outbreak of the American civil war in 1861. Then again, businessmen retrenched fearful of what war so close to home could do to this country.

At the beach, in the spring of 1862, a battery of six guns was installed by a government which had not forgotten the naval engagement of 1813. Soon however, anxieties were calmed by orders for lumber pouring in to Canada from the northern States. This was the start of the lumber 'fever' in this district. Britain and now the United States gobbled up our forest output as fast as trees could be felled. At Wellington Square the flour and grain business continued, but now lumber was "king".

After 1853 the locomotives devoured enormous quantities of wood. Other consumers of wood were the steamships. Before the steamers, the schooners had been the grain and lumber carriers. In 1816 there were 60 schooners on Lake Ontario alone.

The first steamers were paddle wheelers. In the quiet of the 1860's the sound of the paddles of an approaching steamer could be heard for an hour before it came to the Burlington canal. Many of the first steamers were converted schooners, some with the masts left on for use with sails in an emergency. They were used mostly for passenger and mail service. From 1845, steamboats to and from Hamilton usually stopped at Wellington Square.

An 1868 Detroit newspaper clipping announced "Side wheel steamers have lost their former prestige . . . Propellers have been substituted . . . for the carrying trade they are the favourites." By the 1890's schooners were disappearing and steamers were the only watercraft competing with the railways for the freight business.

These wood-devouring vessels had to be kept supplied with fuel. Alex Brown in East Flamboro built a wharf near today's site of La Salle Park in the late 1840's and contracted with the Ontario Navigating

Company of Toronto to provide its ships with cordwood. By the 1860's, Brown's wharf was the vessels' supply point with valuable timber from the slopes of the escarpment being taken aboard to satisfy the voracious appetites of the fleet.

The *Richelieu* and her sister ships, mighty consumers, provided lucrative employment for farmers and mill men in the winter months. In one season alone 5,000 cords were taken on by the steamers. The lumber wagons, drawn by great Clydesdales, came all the way from Puslinch township near Guelph. Port Nelson was another important port of supply for wood to feed the furnaces of the lake carriers.

But the end had to come. Reforestation was unheard of and the lumbermen had simply denuded the country, chopping down every tree in sight. The early pioneers hated the sight of a tree and succeeding generations were happy to clear the forests and make money besides. Eventually, though, they were to realize how grievous the loss inflicted had been.

By the last decade of the 19th century the best timber was gone. The mills in the north of Nelson township converted to grinding grist and once more mixed farming became the district's main occupation. Wellington Square found itself no longer a humming hive of activity. The forests were gone and the far West had taken over as the granary of the Dominion. A few factories had sprung up but now the railways were their commercial carriers. Ships still plied their way to Hamilton but ports like Burlington and Port Nelson lacking harbours were unable to accommodate the larger vessels.

The great grain, lumber and shipping days were ended and a new life centring about market gardening and manufacturing and quiet suburban living became Burlington's lot.

7

County Government

Before there was any local community, the first lieutenant-governor of Upper Canada, John Graves Simcoe, passed along the Beach and gazed on Lake Geneva. It may have reminded him of Yorkshire, England, and Bridlington Bay protected from the ocean by Smithwicks Sand with Flamborough Head to the north.

On July 16, 1792, in a royal proclamation forming new divisions of Upper Canada, he designated the western riding of York as being "bounded on the south by Lake Geneva, to be called Burlington Bay."

This name has been the cause of confusion for some historians. Bridlington or Burlington, whatever the derivation, Burlington it became—bay, beach, Indian encampment and small settlement at the north of the beach. As late as 1815, the area around the Brant house was still called Burlington in military reports on the Indians in the War of 1812. Joseph Brant's death in 1807 was documented as having taken place at Burlington. When the canal was dug it also took the name of Burlington.

What today is the north western entrance to Hamilton was known as Burlington "Heights" in the War of 1812. The land where it slopes down farther around the bay in the section now known as Aldershot was called Burlington "Plains." Writers in the early part of the 19th century sometimes did not distinguish between these localities, using the name "Burlington" in a general way and leaving it up to readers to guess what they meant. The Burlington Board of Agriculture, formed in 1806, the Burlington Glass Works and the Burlington Hotel, popular in the mid-1800's were all in Hamilton. It appears that the name, "Burlington" was used in the early days, interchangeably with Head of the Lake, for Hamilton.

Some of the confusion was cleared up with the naming of the community to the east of Joseph Brant's home "Wellington Square". In February 1816, a group of Niagara and West York petitioners described the settlement at the north end of the beach as having been parcelled out by Joseph Brant "into small irregular tracts and sold to individuals without any allowance or reserve for roads." Later the same year James Gage began a more orderly settlement with the purchase from Catharine Brant and Augustus Jones, trustee under Brant's will, of 338½ acres described in Gage's deed as the northeast angle of "Brant's Military Tract." Thus Gage was the first "developer" of the town and in his time it became known as "Wellington Square".

Credit for choosing this name has often been given to Joseph Brant. That this was his recommendation is highly unlikely however, since the Duke of Wellington was still relatively unknown at the time of Brant's death in 1807. He did not win fame until the 1815 Battle of Waterloo and at the time of Brant's last trip to England in 1785 was only 16. It became the popular practice locally after the Napoleonic Wars to name places in this area after Britain's heroic leaders—hence Nelson Village, Wellington Square, Bronte, etc.

Government came to Upper Canada after the Revolutionary War in the United States. Those loyal to the British crown made this their home. At first they lived under martial law with no courts of law as we have today. On July 24, 1788, Lord Dorchester, governor-in-chief of British North America, issued a proclamation dividing Upper Canada into four districts with judges, justices of the peace, sheriffs, clerks, and coroners. These districts were Lunenburg, Mecklenburg, Home and Nassau, which included the site of the present town of Burlington, although there were no white settlers here then.

The Crown Survey Act of 1792 commenced the laying out of townships. Prior to this time ownership had been established by staking out a claim and homesteading it. By this Act townships were to be laid out in advance of the new settlers coming to the district and were a means of registering title to property and for government. Once the principle of townships was established, surveying had to go ahead and Augustus Jones, deputy chief land surveyor for the district of Nassau, began his work in earnest.

Jones, brother of Mary Gage of Stoney Creek, was a Welsh surveyor who came to Canada after the Revolution and settled at the south end of the Beach. Early records of this district are all based on the survey work done by Jones.

Surveying in those days was not the finely calculated science it is today. Robert Gourlay in his compilation of Upper Canada [illegible] recorded that "boundary lines in the wilderness are marked by blazing . . . their measuring chains cannot run very straight and their compass needles may be greatly diverted from the right direction by ferruginous substances . . . much dispute has arisen therefrom."

These disputes have come down even unto the third and fourth generation and to this day problems have arisen in the north Aldershot area when land has been changing hands. Early surveyors worked under the harshest conditions and did a remarkable job of charting the country, all things considered.

One of Augustus Jones' "bench marks" is X'd on the top of a large granite stone on the property of Paul Fisher on the Guelph Line. This stone was near the corner of the Guelph Line and the Queen Elizabeth Way and when the highway was built, Mr. Fisher salvaged the stone and had it moved to his front lawn.

Mr. Jones laid out Nelson township in one and one-quarter mile squares, 1,000 acres in each square with ten 100-acre farms in each. The base line, two and a half miles above Highway 5, is the boundary between the old and new surveys of Nelson. The new survey was planned on the principle that long narrow farms would need only a fraction as many roads. Abandoning the idea of square farms, the new ones were one and seven-eighths miles long but only seven-eighths of a mile wide. Nelson was set out as a township in 1806 (old survey), a year after Horatio Lord Nelson's victory and death off Cape Trafalgar, and in 1819 (new survey). Flamboro, part of which now lies in Burlington, originally was called Geneva township and was surveyed earlier than Nelson, becoming a township in 1799.

In 1792, a year after Upper and Lower Canada were designated, the population of Upper Canada had reached about 12,000 of which 10,000 were loyalists. The courts serving the four large districts were forced to deal with more and more problems, many of them purely local in nature. The extent of these districts is seen in the size of Nassau which stretched from the Trent River in the east to Long Point on Lake Erie. The Provincial Act of 1792 continued the large districts but called them Eastern, Midland, Western and Home (formerly Nassau). Each was governed by a Crown-appointed Governor. Nineteen counties were formed at this time as the basis of representation in the Legislative Assembly.

In 1798, at the second session of the second parliament of Upper Canada, eight large districts were designated with 23 counties and 158 townships. These counties each had a group of townships including any villages in the area. It was about this time that the township of Flamboro was divided into East and West, the two parts remaining in the Home district.

In 1816, the Gore district was formed made up of land today in the counties of Halton and Wentworth. Halton and Lincoln at one time met and Wentworth was created by taking part of Halton and part of Lincoln and adding other townships. Gore was named after Lt. Governor Sir Francis Gore and Halton after Major Matthew Halton, secretary to Gore. Halton County at this time contained the townships of Beverley, Dumfries, East and West Flamboro as well as its present townships of Nassagaweya, Esquesing, Trafalgar and Nelson in which lies part of the present town of Burlington. Gore was estimated to have 6,684 inhabitants in 1817.

The counties of Halton and Wentworth were reduced to their present size in 1852 but continued as a combination which included Brant County from 1851 to 1852. In 1852 Brant County broke away but Halton and Wentworth remained as one until the end of 1854.

The development of county government was a slow process. By the 1830's, the growth of urban communities was becoming extensive and governing power was transferred to bodies called "Boards of Police", elected by male resident householders. These boards appointed town officers, made assessments, purchased real property for town purposes and legislated in other ways. More extensive powers were granted to cities and towns which were incorporated by special acts. The power was vested in a mayor and common council.

In 1841 the District Councils Act was passed which established local municipal authorities. Inhabitants in each district elected councillors and a Warden was appointed by the governor of the district who also decided on the clerk of the council from a list of three names submitted by the council. Later legislation provided that wardens, clerks, treasurers, and surveyors would be appointed by the councils themselves.

In 1849, Robert Baldwin introduced an Act to "provide by one general law for the erection of municipal corporations and the establishment of regulations of police in and for the several counties, cities, towns, townships, and villages in Upper Canada". This Act, called the Baldwin Act, abolished the districts and the counties became territorial divisions of the province for municipal as well as judicial purposes, thus providing the foundation of the municipal government structure that exists today.

The county of Halton, 24 miles long and 15 miles wide, at the present time comprises seven municipalities: the townships of Esquesing and Nassagaweya, and the towns of Milton, Oakville, Georgetown, Burlington and Acton. County council is composed of the reeve and deputy reeve from each of the seven municipalities, 14 members in all. The warden or council chairman, is elected annually by council members from among their number.

Burlington chose to remain a town long after her size permitted her to become a city. The advisability of this course proved to be wise. The town is closely involved in the government of the county and keeps its hand on the spending pulse of council. County reforestation properties, the Emergency Measures (civil defence) Organization, agriculture, health unit, child welfare, operation of Halton Manor home for the aged, administration of Halton County Museum, are areas in which Burlington shares with the rest of Halton. The County provides

adequate court facilities and maintains a county jail. All these services and institutions derive their funds from the municipalities.

Voting in county council is generally on the majority basis. In certain circumstances, however, a vote may be resolved by recorded vote with council members having voting power according to the population they represent. Burlington has a total of nine votes as compared with Nassagaweya which has only two.

Burlington has always taken its share of responsibility of administering the county as evidenced by the number of wardens who were residents of what is now Burlington: George Ghent, 1854; Robert Miller, 1855, 1857-61 and 1864-66; John Waldie, 1875-76; R. G. Baxter, 1886; P. D. Scott, 1890; W. G. Pettit, 1896; John C. Smith, 1901; James G. Wilson, 1903; M. C. Smith, 1910; John P. Griffin, 1912; Charles Readhead, 1917; E. A. Harris, 1922; W. A. Irving, 1925; E. M. Readhead, 1932; George Harris, 1934; L. Kerns, 1941; John Blair, 1942; Norman Craig, 1947; Mary Pettit, 1949; R. Shannon, 1955; Gordon Gallagher, 1964.

Of these men the popularity of Robert Miller as warden has never been equalled. Born near Belfast, Ireland, he was a Zimmerman farmer who went into manufacturing in 1839. In 1850 he again took up farming and evinced a keen interest in local affairs. In 1857 he became clerk of the Sixth Division Court of the county as well as clerk and treasurer of Nelson township. He moved to Nelson Village to take up these duties and later settled in Burlington when he was made Collector of the Port in 1874.

8

Politics – Federal and Provincial

Government at the provincial level, although it did not touch too intimately the individual lives of residents of the village of Wellington Square and the township of Nelson, materially shaped the affairs of the community at large. This was especially true of the laws enacted by Governor Simcoe in his first parliament of Upper Canada.

In 1793, during the second session of that first parliament, an Act was passed to legalize many of the early marriages which had been performed by officers, and even army surgeons. The new Act also provided that if there were no ministers of the Church of England within 18 miles, one could be married by a Justice of the Peace who was to put up a notice in a public place prior to the marriage. If a minister did live within 18 miles and a justice of the peace officiated, the marriage was null and void. In 1798, the Act was extended to Church of Scotland, Lutheran, and Calvinist ministers provided one of the couple was a member of the church for six months before marriage. By 1831 ministers of other denominations were allowed to perform marriages.

In 1817 there were no churches or ministers in Wellington Square and only one Methodist minister in the whole of Nelson. East Flamboro was just as badly off with no ministers or churches. This situation improved gradually and by 1846, Rev. T. Greene was minister of the Church of England here (St. Luke's) and Rev. William King was a minister of the Church of Scotland in Nelson township. A free church (Presbyterian) was also listed at Wellington Square but no minister, leading to the conclusion that this church was served by a Hamilton pastor.

Thus until St. Luke's was founded in 1834 the people of this region had to travel long distances to the nearest preacher or wait until he visited them. But at least their marriages were legal after the passage of the provincial legislation of 1793 and succeeding years.

The founding of militia was another important piece of legislation passed by the provincial government. At the same second session of the first legislature of 1793, the first Militia Act was passed. All males in the province between the ages of 16 and 50 (extended to 60 in 1794) had to bear arms. They were to have training of sorts and were to muster once a year, the date set in 1804 as June 4, the birthday of the reigning monarch, George III. This muster also served as a census taking and at first the district of Nassau contributed 600 men to the militia.

The first militia organization in Nelson township was the 2nd Regiment York Militia organized in 1798. George Chisholm who settled on the north shore of Burlington Bay in 1794 was one of the officers. Another was Richard Cockerell, a tutor of John Brant. The same William Bates who had charge of the King's Head Inn in 1800 was another. Surveyor Augustus Jones belonged to the 1st Regiment of the west riding of Lincoln in 1804. By 1820, there were two regiments of Gore militia, many of the officers of which had served in the war of 1812. By 1824, there were four regiments; by 1831, five.

In 1838, judging by the number who had enlisted, patriotism was running high because of the Mackenzie rebellion. Members of the 8th Gore regiment, Nelson township, came from many of the original families who settled the district. Some were Major Hiram Smith, Colonel George Chisholm, Lt. Col. Wm. McKay. Captains were: A. W. K. Chisholm, T. Cooper, James Wilson, W. O'Reilley, John Wettenhall, Joshua Ireland, John Lucas, John McGregor, J. F. Bastedo and J. A. Chisholm. Lieutenants were: Andrew Petit, David Bastedo, J. S. McCollum, Wm. O'Reilly, A. G. McKay, Wm. Ellis, W. Spence, James Langery, Jacob Bastedo and James Panton.

In 1846, the limits of the Gore militia were changed into the regimental divisions of Wentworth and Halton, which were divided into township battalions.

The provincial government passed other significant laws at the second session in 1793. Slaves were no longer to be bought and sold but could be retained if already owned. Children of slaves were to be free at 25 years of age and, to close up a possible loophole in the Act, their names were to be registered not later than three months after birth. This Act did not greatly affect the area around here as there were few slave owners. Chief Joseph Brant was one. The Act did, however, make Upper Canada a haven for runaway slaves, some of whom came to Halton County to make their future homes.

There were no lawyers in the new province, but by 1794 with so many new laws being passed it was necessary to appoint lawyers. A provincial law of that year provided for the appointment of 16 men to be licensed to practise law. The first legal documents were all hand written and some of the signatures were mere "X's" indicating the inability to write. In lieu of seals, small bits of paper about ½ inch square, sometimes torn from the corner of the document, were pasted to the document beside each signature with sealing wax. One of the early documents was an indenture between Honourable Peter Russell of

York and John Fonger of Ancaster when the latter purchased land in the part of East Flamboro which was later called Aldershot. Gordon Gallagher, whose family later bought the land, retains a copy of the original deed to the next transaction of this property, dated Jan. 1, 1817. It is interesting to note that all the Fonger men could sign their names on the documents but only one of the four women could do so.

From 1792 to 1841, Upper and Lower Canada were each governed separately and the elected representatives of this area sat in the Legislative Assembly at Toronto. Since there was no united Canada there was no need for two sets of elections, federal and provincial, such as we have now. Early representatives of this district included the names of John Wettenhall and Caleb Hopkins. Mr. Hopkins and his two brothers all settled in Nelson, Caleb buying land on what is now the No. 5 Highway just east of the Guelph Line. He became a leading mason and a Liberal member of the Assembly.

Political turmoil must have been at its height in Nelson township toward the end of the 1830's. This was the time of the Mackenzie rebellion. William Lyon Mackenzie was a Scottish journalist who advocated popular government. He was elected to the Upper Canada Assembly in 1828 and became the first Mayor of the City of Toronto in 1834. In attacking the government by tongue and pen he became fanatical and eventually turned to violence. He robbed the Western Mail coach and took the cash of the passengers. According to a Tory account, one woman was robbed "of her all", meaning a suitcase. This gave rise to the ridiculous story that Mackenzie fled the country in female clothing.

In December, 1837, armed rebellion broke out at Montgomery's Tavern outside of Toronto. Mackenzie, defeated, with a price on his head fled along Dundas Street with young Allan Wilcox. They stopped near Streetsville where they were driven in a wagon westward toward the Sixteen Mile Creek. When they found the bridge over the creek guarded by troops they quickly left the wagon and hid in the woods. Stripping off their clothes they waded across the icy water which was up to their necks. "In an hour and a half we were under the hospitable roof of one of the innumerable agricultural friends I could then count on in the country," Mackenzie recalled.

Mackenzie does not name this Nelson farmer who gave them dry clothes but said, "The sons and daughters of the Nelson farmer kept a silent watch outside in the cold while I and my companion slept." They took only a short rest and continued on, crossing the Twelve Mile Creek about midnight.

They passed by Wellington Square and just before dawn reached the home of a magistrate known to Mackenzie.

Ashael Davis warned him that his house had been searched twice by the troops, perhaps because, just a while before, he had sheltered Dr.

John Rolph, a Mackenzie supporter who was also fleeing with a price on his head. When the two refugees learned that large forces were looking for them, they decided to split up and Wilcox was left at the home of a friend of Mackenzie.

At daybreak it began to snow and to avoid leaving tracks for his pursuers to follow, Mackenzie called at the home of another Nelson farmer. Instead of hiding in the barn he hid in a tiny thatched pea rick where he watched soldiers search all the buildings around. When they had gone the farmer brought Mackenzie food and water to wash in. When darkness fell, a young lad led him to the home of a friend named King whose farm was next to the Tory headquarters of John Chisholm's troops. The boy worked at Chisholm's but did not betray the rebel.

King fed Mackenzie and led him to the home of a friend who gave him a horse. Mackenzie reached Dundas that night and escaped to Navy Island in the Niagara River and later to the United States.

It would appear that most of the leading citizens of this area were decidedly for or against the fiery Scot. Many men enlisted in 1837 and fought on the side of the Tory government. Few actually shouldered arms on Mackenzie's behalf, e.g. Peter Fisher, a supporter, "stayed home" that fateful summer of 1837 and built "Shady Cottage" at 861 Guelph Line. Mackenzie's Nelson sympathizers were legion, though, and if he was helped in his flight from Montgomery's Tavern by every farmer whose descendants claim he was, then he must have been a long time escaping from this region. Several years after the rebellion Mackenzie described his flight and his account (which was used here) must be taken as the true story if his memory did not fail him. He did not, however, mention by name all the Nelson farmers who helped him, which leaves each of today's "Mackenzie hid here" contenders equally justified in their claims.

In 1841 the two provinces of Upper and Lower Canada were united with one legislature, an elected Assembly with 42 representatives from both Upper and Lower Canada, and an upper house of not fewer than 20 Crown appointed members. This combination of Upper and Lower provinces was called Canada until in 1867 it was finally enlarged to include the whole of the Dominion.

There appear to be no further successes for Nelson or Burlington candidates in elections in Halton for some time after Caleb Hopkins' day. The next candidate to run for office from this area was W. J. Simcoe Kerr, Joseph Brant's urbane grandson. He contested the first provincial election after confederation in 1867 as a Conservative but was beaten by William Barber, Reformer from Streetsville.

Barber subsequently gave too much support to Premier Sandfield MacDonald's Conservative government, for the Halton Reform Association's liking and they withdrew their support. He later ran as an Inde-

pendent Reformer and defeated the Reform candidate in the election of 1871.

From 1867 on there were federal and provincial elections in Halton, most of them hotly contested. In January, 1874, John White, M.P. and Reform candidate in the upcoming election, actually attended his opponent, D. B. Chisholm's meetings and commented thus on each: "Very rowdy meeting; large turnout Oakville toughs, meeting closed decidedly in my favour; numerous questions asked Mr. Chisholm, very evasively answered." The most amusing Chisholm meeting must have been the one where White said he "spoke two hours and demolished Chisholm." Demolished or not, Chisholm won the election by 23 votes. The Burlington vote went 54 to White and 51 to Chisholm, which can hardly be fairer.

This election was later contested—Chisholm was unseated. It was just one of many contested elections. The provincial election of 1875 won by the Reformers was protested by the Conservatives and a cross-petition was then entered by the Reformers. The election of a Conservative in 1883 was protested on the grounds of undue influence. The Conservative winner of the federal election of 1882 was unseated for bribery. He was described by his opponent as "a very decent man but not worth a crack of the thumb in politics." A protest of the provincial election of 1898 succeeded again in having the Halton seat declared vacant.

Elections were fine fodder for newspapers. One journalistic utterance which was supposedly pasted in the Reform Association minute book describes a post-election parley. On the night of the 17th (election night) after the result was known, Mr McCraney (winning Reformer) addressed a number of his devotees in the back yard between the Wallace House and the stables adjoining the hotel. We don't know what constituted the platform on the occasion but to be consistent with the surroundings of the situation, we should infer it was a dunghill. The fact that their man had won probably made the Reformers magnanimous enough not to sue for slander.

In the provincial election of 1883, a Conservative, William Kerns of Burlington was elected. His grandfather had settled in Halton county early in the 19th century. He was a partner in a Burlington general store with John Waldie for twenty years. The political affiliations of the partners may have had some bearing on the eventual termination of their business relations.

In the federal election of August 22 1898, Reformer John Waldie, of Burlington won over Conservative David Henderson by 24 votes. As Reeve of Wellington Square in 1873, Waldie had been instrumental in having the village incorporated and its name changed to Burlington.

HUGHES CLEAVER

JOHN WALDIE

In March 1891 with Henderson and Waldie once more rival candidates it was Henderson over his opponent by 104 votes, but he didn't have long in the House of Commons since by December 1891 he was unseated for corrupt practices. The Reformers again called upon Waldie but he had had enough apparently and declined the nomination. Strange as it may seem in the election of 1896, again the candidates were John Waldie and David Henderson. Waldie lost by 84 votes. Denunciations for alleged corrupt practices and bribery were not as serious as they sounded. Henderson was well regarded and continued in politics for many years.

Until 1878, votes were cast orally as "the only bold, straight-forward manly way of voting. Vote by ballot was first used in an Ontario by-election in 1874, and in the federal election of 1878. In a rural community it presented new problems. In the provincial election of 1902 John Barber of Georgetown defeated the Conservative, Dr. Nixon after two recounts were made. Spoiled ballots were the cause of appeal and at least one ballot was rejected because it was stained with tobacco juice!

By 1917 women had quietly entered the federal and provincial political scene after being given the municipal franchise back in 1884. Possibly all along, behind the "bold straightforward manly" voting there had been some female influence. At any rate Halton Reformers welcomed the ladies and it was recorded that in Milton, June 16, 1917 "one of the best conventions ever held took place, there being over 200 women present." Individual female politicians, however, were not necessarily always accepted with open arms. In looking over a list of possible nompaign speakers in September 1926, it was thought inadvisable to have Miss Agnes McPhail speak here, after reading "some of her utterances at other points".

In the 1917 elections E. H. Cleaver, a Burlington lawyer, was Liberal candidate. Mr. Cleaver's platform was, "Canada for Canadians". Unfortunately for the town's political prestige Mr. Cleaver was defeated and the United Farmers of Ontario were swept into power. E. H. Cleaver's defeat at the polls was later avenged by his son, Hughes, also a Liberal, who was elected in 1935 as the federal representative for Halton. Mr. Cleaver set a record for the riding by being elected again in 1940, 1945 and 1949. Mr. Cleaver was member of parliament until 1953, when his law practice demanded his full attention. While on Parliament Hill, he was chairman for a decade of the Banking and Commerce committee, the major parliamentary committee. He was also chairman of the War Expenditures Committee in the final two years of World War II and was chairman of the Government-owned railroad and T.C.A. committee. A Conservative, Miss Sybil Bennett, succeeded him at Ottawa.

In 1955, Owen F. Mullin, Liberal, ran against Stan Hall, Conservative, for the Halton provincial seat and was defeated. Before the next election Mr. Hall died and George Kerr filled the vacant seat. In the 1963 fall elections Kerr defeated Owen Mullin by a comfortable majority.

The upcoming redistribution of seats for both the provincial and federal governments may witness more men and women of political awareness coming forward in Burlington to stand for public office.

9

Nelson Township Council

The village of Wellington Square, known as Burlington after 1873, for many years was governed as a part of Nelson Township. It was considered, however, sufficiently a community to make report on November 21, 1817, to Robert Gourlay, a Scottish immigrant collecting data on the townships of Upper Canada. John Brant, Augustus Bates, Asahel Davis, Thomas Chent, Nicholas Kerns and Ralph and James Morden addressed Mr. Gourlay as inhabitants of Wellington Square, being settlers on a tract of land granted to the late Captain Brant for his military services and also being a part of the township of Nelson.

This dual nature of Wellington Square's existence, both as a community itself and as a part of Nelson, is seen in the township council on which Wellington Square was represented. For many years township by-laws and decisions governed the Square, as well as the rest of the area and a picture of the life in the village is reflected in the deliberations of the council.

Records of the first meetings in the township indicate they were public gatherings with "freeholders, householders and inhabitants" in attendance. On January 4, 1836, at the inn of William Chisholm, Caleb Hopkins was appointed chairman, William McCay township clerk, a position he held for many years, and Peter Fisher, Francis Hamburg and James Cleaver commissioners. It was decided that horned cattle, sheep and swine over 40 pounds weight could run loose, but horses, bulls, rams and boars, were [illegible] had to be confined.

Successive meetings were held at John Mayhew's inn, John Peer's Inn and for several years at Richard Hull's and Bright Nabbi's inns.

The 1838 meeting elected commissioners George D[illegible]ce, Joseph Ireland and Thomas Alton and enacted declarations of all overseers of highways that they would faithfully perform their duties.

On January 7, 1839, wardens were mentioned for the first time—Joseph Ireland, Peter Fisher and Thomas Atkinson. No commissioners were listed. By-laws were not yet being passed, merely resolutions which had to be confirmed each year. Joseph Brant's son-in-law, William J. Kerr, chaired the 1841 meeting, and the next year district councillors were mentioned—Caleb Hopkins, John Miller, as well as town wardens,

George Ghent, Peter Summerman and Peter Fisher. School commissioners appointed that year were: Peter Fisher, Rev. Thomas Greene, Rev. William King, Rev. Anson Green, John Kinney, David McLeod and Thomas Douglas.

By 1843, with William Kerr still chairman, the livestock regulations were being tightened. Previously animals were not to run at large within ¾ mile of St. Ann's or Hannahsville and now Wellington Square could expect to see no more horses, horned cattle or hogs at large during the winter. Wardens that year were James Gage, John Wetenhall and David Pitcher.

In 1845, James Cleaver and Hiram Smith sought the councillorship title with the latter winning. In 1847 John Miller was elected a member of the municipal council "by show of hands and no opposition". It appeared that township government was unexacting until 1850 with only yearly public meetings recorded.

In 1850 the leather bound minute book reveals, "according to the provisions of the Act (Baldwin Act) which provides for the establishment of township municipal councils and this, the Township of Nelson having been divided into five rural wards, the following persons were returned as duly elected councillors: Robert Douglas, Timothy Cooper, Andrew Gage, Titus G. Cummins and John Kinney. The first Reeve chosen was Andrew Gage and his deputy was Robert Douglas. Assessors were George Crooks, William Panton, founder of Kilbride, and Robert Miller. Collectors were, Vickers Peart and Walter O'Reilley.

From this time on, parliamentary procedures were followed with motions, committees of the whole, council meetings, by-laws and amendments to amendments. As the township was becoming more populated, so its government became more complicated.

The first by-law of Nelson was passed in 1850. "Every dog to be assessed at 50¢ but every farmer can keep one dog free." Township records in succeeding years show that man's best friend was a considerable item in the township's annual expenditure. In 1871 William Cartwright — proved under oath the loss of one sheep by dogs — value $10. In February 1888, $11.53 was paid to J. Fothergill for two sheep killed by dogs and $10 to T. Blanchard and John Fothergill for the loss of one ram. The date, farmer's name, number of sheep killed and amount awarded to each was listed annually totalling $96.10 for the year 1897, paid to 11 farmers — and many years were worse than this one.

Nor were dogs the only offenders in Nelson. A by-law was passed in 1865 to prevent swine and geese from running at large in any village of the township. By 1888 a by-law became necessary for restraining entire horses, sheep and poultry.

Nelson's second by-law also passed in 1850, provided a tax on showmen. It stated that "No person or persons shall be allowed to exhibit, practice or perform within this municipality any wax figures, wild animals, puppet shows, wire dancing, circus riding, or any like act or feat which common showmen, circus riders or mountebanks or jugglers usually exhibit, practice or perform" without paying a tax on each performance.

The circus and showmen were one of the few forms of commercial amusement in the days before radio, television and wide variety of entertainment which may be enjoyed today. These travelling performers, who usually set up their tents near well known taverns, were eagerly awaited. One of the first to visit these parts must have been the Grand Caravan of Living Animals which stopped at Summer's Inn, Nelson, on July 19, 1828. For 25¢, children half-price, one could see "a lion, lioness, tiger, jaguar, camel, leopard, catamount, ichneumon, jackal, black and gray wolves, llama, baboon, monkeys, ape and band of music". The impresario of the Grand Caravan neglected to add that some of the menagerie were stuffed.

Early council meetings had been held at local inns but the time came when a permanent structure was needed. In April, 1853 Stephen Atkinson offered a site and the sum of $50.00 to aid in the construction of a building. In due time the Nelson Township Hall was erected.

Roads were probably the commonest item on the township council's agenda. In lieu of a works' department, the upkeep of roads fell to the citizens themselves. Statute labour was the order of the day and pathmasters and fenceviewers had to be appointed regularly to see that the roads were kept navigable. New roads had to be opened and little-used ones closed. The location of bridges and culverts had to be decided and sometimes council would meet "on location" to view the site of a proposed road alteration.

Next to roads the subject most under discussion was taverns and "spirituous liquors". Robert Gourlay reported that before 182[illegible] "dissipation with her fascinating train of expenses and vices had made but little progress on the shores of the lakes." By the 1850's however liquor, often of a poor quality, was consumed at every gathering and the number of taverns was out of all proportion to the population. For instance, in 1846 in Wellington Square with 400 inhabitants there were four taverns, but only two churches. There were 10,000 members of temperance societies in Upper Canada by 1832 and, while the first ones only sought to stem the flow of liquor, later groups tried to stop it altogether.

Nelson township council took the former attitude and passed by-laws to regulate drinking places and liquor sales. By-law 110, passed in 1866, was one in a series of liquor laws. It stated that the number of houses of public entertainment in which spirituous or fermented liquor could be sold by retail was not to exceed 14, provided that not more than 4 of such houses (excluding the railway station) were in the village of Wellington Square, nor more than two in Port Nelson, three in Lowville, one at Cumminsville, one in Nelson village, one at Nelson Rocks, one at St Ann's (later called Tansley) and one at the Middle Road.

At the first meeting of council each year one or more Inspectors were to be appointed to inspect all houses of public entertainment and shops within the municipality and grant licenses to those entitled to receive them. Their salaries were $1.50 for each day of inspection, not to exceed 14 days unless ordered by council.

Any person applying for a retail liquor license had to "have a fair character for sobriety and general good conduct". A license for a house of public entertainment cost $30.00, for every shop license $10.00 and for a Temperance House it was only $2. Storekeepers and grocers were among those who could apply to sell wine, brandy and other spirituous liquors in quantities not less than one quart not to be drunk on the premises.

Inns or Temperance Houses had to be in a good state of repair with at least a dining and sitting room and four good clean beds in separate apartments over and above those occupied by the family and resident boarders, and there had to be at a convenient distance, a barn and stable well secured for the keeping of horses, cattle, carriages, wagons, sleighs, etc., with good stabling for at least eight horses, with both the house and premises well supplied with pure wholesome water. No tipling shall be allowed in any such house and it shall not be lawful for the keeper of any house to have on any part of the premises any faro table, roulette table or any device for gambling."

Landlords were forbidden to sell or give liquors to any Indian man, woman or child, nor to any child, apprentice or servant without the consent of a parent or master or legal protector, nor to any person known to be a habitual drunkard.

This by-law became effective April 1860, and in December Inspector Hugh Cotter of Port Nelson, reported to council, "I have endeavoured to do my duty without favour to any. 15 persons received from me certificates to keep houses of public entertainment and sell spirituous liquors viz: J. H. Baynes, Port Nelson; E. De Garmo, R. W. Bates, James Taylor, Wellington Square; Thomas Graham, railroad station; Robert Thompson, Cumminsville; C. Langford, Nelson Rocks; John Nasbit, Thomas Davidson, Guelph Line; H. McDade, Lowville; Thomas Heyden, Nelson; William Bunton, St. Ann's; Thomas Simons, Middle Road.

The following persons received certificates to keep Temperance Houses, James Irving, Port Nelson and William Zimmerman, Middleton.

"Much has been done," said the Inspector, "by your honourable body to reduce the amount of misery and crime arising from the too free use of liquor yet your Inspector finds much more remains to be done which would condone to the welfare of our township and that is a prohibitory Liquor Law altogether and believing that it is the duty of all township and county councils to move and exterminate forever from our land the worst of foes (spirituous liquors) when sold by retail . . . it would greatly improve the morals of the people and many an unhappy home would be otherwise comfortable."

In 1861 two petitions were read, one praying that no license be granted for an inn at Kilbride and the other that the number of inns on the Guelph Line be lessened. Similar other petitions were presented by other councillors asking that the number of taverns be limited. It is noted, however, on examining names on the petitions, that the same names appeared on petitions to limit taverns as also appeared on petitions of certain innkeepers applying for licenses! Council decided that there were enough inhabitants in the township to warrant nearly double the number of taverns instead of fewer. They therefore resolved that when a tavern keeper presented to council proper references of respectable municipal rate-payers, then that person should be considered "a sober, moral man and if the tavern is required, we do not see that this council can refuse such license".

The result of it all was that council concluded by granting ten licenses at that meeting. This whole rigmarole seemed to have gone on each time licenses were up for renewal.

In 1864 Nelson council found that plans had to be prepared of any unincorporated villages where the original owners of the land comprising the village "have not jointly laid out and surveyed the same . . . and whereas the village of Wellington Square . . . has been surveyed and laid out by three different parties, each having a separate survey . . ." Since it was necessary that one complete plan of the village be made and deposited in the registry office, the ratepayers were assessed to pay the expense.

Of even more significance than the registering of Wellington Square's plan was the by-law passed September 9, 1873, by the Halton County Council. This was to officially incorporate the village of Burlington. Wellington Square had come of age and was ready to change its name, have its official council and make its own laws. After 1873, although some members of Nelson township council may have resided in Burlington, the village no longer was governed by the township council.

The first Reeves of Nelson township were: Andrew Gage, 1850; John Miller, 1851; George Ghent, 1852-54; Robert Miller, 1855-67; W. J. Simcoe Kerr, 1868-71; John Waldie, 1872-73.

From 1873, reeves of Nelson did not directly represent the governing body of Burlington. These men, however, were resident of an area which is now a part of Burlington and their names should be remembered: Henry Foster, 1874-79; George McKerlie, 1880-82; V. H. Peart, 1883-84; Edwin Dalton, 1885-86; P. D. Scott, 1887-90; W. G. Peters, 1891-96; A. P. Alton, 1897-1900; J. F. Richardson, 1901-03; A. Dudley Alton

1904-07 W. G. Pettit, 1908 J. P. Griffin 1909-12; Charles Readhead, 1913-18 W. A. Irving 1919-23 H. T. Foster 1924-27 H. M. Pettit, 1928-30 E. M. Readhead, 1931-33 George W. Thorpe, 1934-36 John McNiven, 1937-39 Leslie Kerns, 1940-42 William J. Robertson 1943-45 Mary S. Pettit 1946-49, John McNiven, 1950 George Thorpe 1951 Charles Palmer 1952 Russell Smale, 1953 George Bremhalz, 1954 Harold Adkins, 1955-57

These reeves not only headed up the township council, but sat on the county council as well, the same as all the reeves of the village, and later the town of Burlington. For the period from 1873 to 1914, there were reeves leading the councils of both Nelson Township and the village of Burlington. After 1914 the Burlington reeve was second in importance to the Mayor.

10

Local Autonomy

It was not until 1873 after incorporation as a village and the name change from Wellington Square to Burlington that decisions of the village council became legal in regulating community affairs.

Halton county by-law 76 read: "Whereas the census returns of Wellington Square with its immediate neighbourhood contains over 750 inhabitants whose residences are sufficiently near to form an incorporated village. And whereas a petition was signed by more than one hundred residents, freeholders and householders of the said village and neighbourhood." The area was "erected into an incorporated village apart from the township of Nelson by the name of Burlington."

The boundaries commenced "at the waters of Lake Ontario on the line between the lands of the heirs of the late Captain Joseph Brant and the lands of the late Augustus Bates, thence northwesterly along the lands owned by the Great Western Railway to the Hamilton and Nelson Road." This is now part of the Queen Elizabeth Way. The boundary on the southeast was the Guelph Line, down to the lake and back to the start. The town contained about 500 acres then, a contrast to the nearly 54,000 acres within the present municipal limits.

The first Burlington election was held in the Temperance Hall on Elizabeth Street. The first council was composed of John Waldie, Reeve, and Benjamin Eager, James Allen, George Murison and Charles Hales, councillors. Mr. Hales was succeeded by James Cotter. Villagers voted annually to elect a reeve and council and election fever reached a pitch whenever something contentious had to be decided. New Year's Day was Election Day for many years.

In 1900 when 390 villagers voted what was the total cost of holding the election? $20.13. In 1965 election costs were $[illegible]4,662.00.

On June 1, 1911 a by-law was passed providing the village with three wards in place of the two it had had since 1886. Voters were divided according to the initials of their surnames. The ward system was not based on locality as it is today.

The Temperance Hall became the Town Hall and there Council debated the affairs of the village with as much solemnity as though it were Toronto they were governing. For their comfort on chilly nights a new furnace costing $134.37 was installed in 1906. Also that year Council debated the need for a suitable flag for the village and the Ensign was bought for $11.50. In 1912 the Union Jack was the choice without there being need for a flag debate.

Some Council deliberations centred about problems as farcical as the occasional ones encountered today. In 1904 a communication was read by W. T. Jennings complaining that "his lot should be sixty feet instead of fifty-nine feet three inches". The appeal was dismissed.

Some decisions displayed the politicians at their best. In 1904 it was "moved by Councillor Little that the tree in front of Mrs. Busby's property be cut down as it is a nuisance to life and property (i.e. if Mrs. Busby so wishes)".

An historical entry in the minutes of June 14, 1907 read: "Moved by Councillor Young that this Council record its deep regret in the death of Mr. John Waldie, for many years an honored resident and its first Reeve". (John Waldie was one of Burlington's greatest citizens, representing it in the Parliament at Ottawa and bestowing on it his philanthropy).

Licensing was regulated by council. From 1903 a fee of $50 was charged "any persons selling . . . cigarettes or cigarette tobacco". In 1911 a by-law was passed regulating the sale of milk in the village and appointing an inspector to enforce the law and inspect milk, cream, cows and dairies. In 1912 F. W. Parkin was granted a license for three pool tables at $30 for the year.

In 1896 a committee had been formed for the consolidation of by-laws. There were 180 by-laws on the books and of these only 46 were in force; some had been amended once, and others twice. Council was concerned because it could not keep abreast of all the regulations. By-law number 3147 passed June 13, 1966 is indicative of the multitude of decisions made in the intervening years.

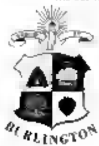
Town salaries then and now showed a marked contrast. James Allan, clerk treasurer earned $200 in 1897 with an extra $10 for registering births, deaths and marriages. Cost of operation of the town clerk's department for 1965 was over $104,000.

The auditor's salary in 1898 was reduced from $10 to $5. Ralph Young appointed auditor in 1899 declined owing to the meagerness of the remuneration offered. The 1966 audit company fee was $6,900. Assessor for 1897 J. H. Campbell received $41.02 for his services. The 1966 assessment budget was $13,698.

THE WATERWORKS STORY

Things were not always done in a strictly orthodox way. Council decided it should put in a waterworks. Tenders were called and it was found the cost might be nearly $50,000, an awesome sum for a small

THE OLD AND THE NEW COAT OF ARMS



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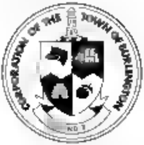

CORPORATION OF THE TOWN OF BURLINGTON
NO 1

1963

village to raise. A vote on whether or not the ratepayers wanted the waterworks was necessary.

Opposition came from the more conservative residents who, knowing that only property owners could vote on money matters, went to the registry office in Milton and checked the titles of those whom they knew would vote in favour of the waterworks. The names of those NOT eligible to vote were noted and given to the returning officer.

Reeve Mac Smith heard about the list and sought the aid of Bill Brush, a colourful character who ran the Queen's Hotel (now the Sherwood) and raced horses at fall fairs. On election day Hotelkeeper Brush caused a sensation by driving his horse pellmell along Brant Street. He stood erect in the gig, cracking the whip all the way to the lakeshore. Then away he went up Locust Street.

People rushed to the window of the polling place to see what was going on. In the commotion the list of ineligible voters somehow disappeared and no one could swear to what names were on it. The by-law passed by 42 votes and that's how Burlington got its 1909 waterworks.

In 1910 King Edward VII died. Two years later Council moved "that the proposed style of fountain and drinking troughs recommended by the King Edward Memorial Committee be accepted and that the village bear the expense of installing on the proposed site." In March, 1913 a fountain located on Lakeshore Road (then Water Street) near Brant, in line with the entrance of today's Royal Bank, was constructed and three horse troughs installed. It was moved years later to its present site east of the Cenotaph on the lake bank opposite the entrance to St. Luke's Church.

In 1913 Burlington decided to have a coat-of-arms and in June Council accepted the design of Miss Ariel Shapland (later Mrs. Hughes Cleaver). The old Burlington canal lighthouse appears on the crest with the words "Stand By".

In 1965 Dr. G. P. Gilmour of McMaster University reported on the proposed revision of the crest. The apple representing fruit growing and the heifer symbolic of animal husbandry replaced the erstwhile apple trees and barrel, and the strawberry. The simplified beehive signifying industry avoided a resemblance to the beehive on Hamilton's crest. The horizontal division of the shield suggests the three peaks, Flamboro Head, Mount Nemo and Rattlesnake Point. The new escutcheon was sketched by John Arculus, Toronto, an heraldic artist and the finished device executed in ceramic by Joseph Gaune, a Burlington artist. It is much admired by those passing the Civic Administration Building on Brant Street.

Over the years the village had annexed bits and pieces of adjoining territory and by December, 1914 was large and populous enough to be declared a town by the Ontario Railway and Municipal Board. During the first busy year of town status, Council sometimes met twice a day.

In 1919 the Council was composed of Mayor Dr. T. W. Peart and Councillors Taylor, Kerns, Blair, Gray, Leitch and Page. Violent debates early in the new year culminated with the resignation of the mayor, deputy reeve and four councillors, leaving only Reeve Cleaver and Councillors Blair and Page. No mention of a new election is made in Council minutes but the entry of February 7, 1919 reads, "Present were Mayor Smith, Reeve Cleaver, Deputy Reeve Brighton and Councillors Allen, Jarvis, Blair, Page, Tufgar and Hobson".

By 1920 the town was showing signs of stretching out and planning seemed in order. The Industrial Committee urged that immediate steps be taken to protect the residences of the town from unnecessary encroachment of commercial buildings. Certain streets were designated residential only. On November 21, 1921 Council decided to adopt a planning scheme and the town clerk was instructed to write to the government expert for data.

For some time after 1907 the town clerk had his office in the Brant Street library and acted as librarian. Court was also held there as well as Council meetings. Three years after the town assumed full ownership of the library building under the shared accommodation arrangement, the library moved into headquarters on Elizabeth Street in the former home of Dr. A. H. Speers. This move was timely since both the library and the town needed more space and the electors had just voted down a request from Council for $200,000 to build a new municipal building. The old town hall on Elizabeth Street was sold by the town to the Boy Scouts and the police and fire services were located elsewhere.

This old building had been erected by the Sons of Temperance who sold it to the village in 1885 for $500. The only stipulation was that the Sons might still use the hall one night a week free.

DETECTIVE TOM OLIVER WITH
THE STOLEN TOWN BELL — RECOVERED

THE TOWN BELL

A reminder of the Burlington of other days is the bell which stands alongside the library. When the bell tower was removed after the Boy Scouts took over the building, the bell was preserved. Its history is interesting.

It was ordered by Council in 1894 to be used to summon volunteer firemen. It was later decided to use it as a town bell to be rung at 7 a.m., at noon, 1 p.m. and 6 p.m. To avoid confusion the bell was pealed faster for fires and at a more leisurely rate when tolling the hour it was announcing.

James Powell was engaged to ring the bell for $60 a year. A succession of bell ringers followed and in later years the job was added to the duties of the town hall custodian. One of the last bellringers was Arthur Turcotte who lived at Elizabeth and Maria Streets.

On June 2, 1916, with neighbouring municipalities adopting Daylight Saving, Council decided Burlington should keep in step and do the same "commencing at 9 p.m. June 4". Bell ringing times were to be changed accordingly. Opposition to the idea arose and by Monday June 26, the bell, at any rate, was back on Standard Time!

After being taken down in the 'fifties, the bell was stored at the Boy Scout camp on Twiss Road north of Lowville. One night it was stolen but the loss was discovered right away and the police notified. An officer on patrol that night noticed a car weighted down pretty heavily and forced it to stop. There was the bell!

It sat behind the Works Department building for some time until a fund was raised by the late William Gilbert, chairman of the library board for many years. With this financial assistance the bell was enshrined by the side of the library in 1962.

TOWN HALL

Again the growth of Burlington made it necessary to think of more commodious town offices. Did the town need a new building? Should it own one or rent space in a building which could be erected on the old cannery site at the foot of Brant Street? If a town hall were to be built, where should it be? on the Guelph Line where many people believed the centre of the town inevitably would be, or on Brant Street as proponents for "revitalization of the core area" argued that it should be? The Great Debate was on.

After prolonged deliberation Council decided that the town had a future so promising it should own its own administration building. The town property on Brant Street was agreed on as the site. When the new civic structure was ready in November 1964 it was the first time since amalgamation in 1958 that all municipal departments were under one roof.

Designer of the new building was George L. Schneider. The lens-shaped structure has a "floating" council chamber jutting out from the main eight-storey building at the second-storey level. Englewood Construction Co. of Hamilton was in charge of the construction. The total cost was just over $957,000.

The prediction by the mayor, Owen Mullin, that the new building would "make Burlingtonians out of the people of Burlington" was a worthy objective beyond a doubt. The structure is indeed a striking addition to the core area with its fountains and landscaping forming an oasis in the commercial setting.

The orderly development of any municipality is due in no small measure to the effectiveness of its public servants, elected or appointed.

M. C. SMITH
Mayor 1915-16, 1919

L. F. BERRYMAN
Mayor, 1965-66

Over the years from 1873 countless men and women have guided Burlington's affairs. While only some can be mentioned, all have the satisfaction of knowing they played a valuable part in the community's growth.

The first reeve was John Waldie who was succeeded by William Kerns in 1879. Mr Kerns served from that year to 1882 and again in 1889, and from 1900 to 1905. Other reeves were R. C. Baxter 1883 to 1886, James Mortimer 1893, Thomas Atkinson 1892 and 1894, William Richardson, 1887, 1891, 1895, 1896, 1897, E. H. Cleaver 1898, George Allen, 1906 to 1908 and M. C. Smith 1909 to 1914.

From 1915 on, reeves were still the town's representatives on county council but no longer the chief administrators. The office of Mayor was created when the village became a town in December 1914 and the first one was M. C. Smith from 1915 to 1916 and again in 1919.

F. D. Ghent was mayor in 1917, C. F. Coleman in 1918 and T. W. Peart for part of 1919. Hughes Cleaver was reeve in 1918-1919 and mayor in 1920. He was succeeded by J. J. Hobson for the next two years. Mr. Hobson was later town clerk from 1935 to 1955.

Elgin Harris, publisher of the Burlington Gazette, was reeve in 1921-22, and mayor in 1923-24. James S. Allen was mayor from 1925 to

CIVIC ADMINISTRATION BUILDING
ABOVE: OLD TOWN HALL AND FIRE HALL

1929. Mayor for the years 1929-30 was Edmond Holtby and Lloyd D. Dingle, Q.C., was a councillor in 1929-30 and mayor in 1931-32. J. O. Ryckman held the mayor's office in 1933 and F. W. Watson in 1934-35.

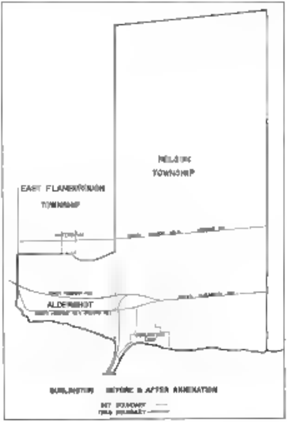
George Harris, son of Elgin Harris, and now a Justice of the Peace, was on Council in 1929, reeve in 1930-35, mayor from 1936 to 1939 and councillor again in 1951-52.

J. Gordon Blair, present director of Business Development, was a councillor in 1938-39 and mayor from 1940-1945. The mayor for 1946-47 was E. R. Leather and N. R. Craig from 1948-1950. Previously Mr. Craig, who now serves on the PUC, was a councillor in 1933, 1935 and 1944, and reeve from 1945 to 1947.

E. W. Smith served as councillor from 1936 to 1944, deputy reeve from 1945 to 1947, reeve from 1948 to 1950, mayor from 1951 to 1956 and councillor again 1958 to 1960, a total of 24 years of service to the town!

John Lockhart, for many years principal of Central Public School, was mayor from 1957 to 1961. Owen Mullin served from 1962 to 1965 and Lloyd Berryman was mayor in 1966.

Among the clerks who served the town have been O. T. Springer, B. S. Hicks, Leonard Sykes, M. M. Bush and William K. Sims.


NELSON TOWNSHIP
EAST FLAMBOROUGH TOWNSHIP
ALDERSHOT
BOUNDARY
BOUNDARY

BURLINGTON BEFORE & AFTER ANNEXATION

11

War of 1812

The treaty that ended the War of American Independence in 1783 failed to provide a foundation for a firm and lasting peace between England and her former colonies. Ill-feeling persisted between England and the new states and bickering over small issues eventually led to the War of 1812. Critical historians have differed since with the problems of the actual causes and winners of the war. In 1902 Woodrow Wilson in his "A History of the American People" said, "The grounds of the war were singularly uncertain."

Another opinion on the war that reached the Burlington area, was expressed by Professor A. R. M. Lower in his book "From Colony to Nation" in which he says "It was the most satisfactory war on record, in that both sides won it. The Canadians and Americans both reported glorious victories. The British who did most of the fighting, never heard of it and the one instrument which was responsible for the winning of that war, the Royal Navy, is never mentioned."

In order to try and sort out the events that did happen here during the War of 1812 it is necessary to go back to 1793, when the first Militia Act was passed at the second session of the first legislature of Upper Canada. It said that all males in the province from the ages of 15 to 60 must bear arms and that they must appear on demand once a year in the field, bringing a musket or fusil with six charges of powder and ball. This form of census taking, which kept track of the men in the area in case they were needed, actually turned out to be quite a social affair at the annual counting of heads.

When the Niagara District was set up, it ran to the Governor's Road (the present Highway No. 5) which during the coming war was the only land route for soldiers and their heavy cannon and artillery between Fort Tecumseh in Windsor and all points east. Men living in Ancaster, Barton and Saltfleet Township were enrolled in the 5th Regiment of Lincoln Militia and men in Nelson Township were enrolled in the 2nd Regiment of York Militia.

The Militia was not an effective instrument of war and this was well realized by the British military authorities. When Major General Sir

Isaac Brock became Lieutenant Governor in the fall of 1811, an effort was begun to infuse some form of military training. Brock knew well that a trial of arms would come sooner or later with the United States and in January 1812 he organized the flank companies, consisting of one Captain, two Lieutenants, one Sergeant, a drummer and 35 other ranks. They included men of proven loyalty who would come out immediately in an emergency. The 5th Lincoln and 2nd York Militia each had two companies and both were raised at the same time early in 1812.

The war with the U.S. broke out on June 18, 1912, and the flank companies lived up to Brock's expectations. They turned out immediately and were concentrated on the Niagara River line, stationed at Queenston. These soldiers had no equipment and no uniforms. Officers did have uniforms bought out of their own pockets, but the men were dressed simply in homespun, carrying blankets but in many cases no muskets.

Brock was able to outfit these companies from the stores at Fort George but all they received were the white cross belts, a cartouche box on the right and the bayonet on the brown bess flintlock musket.

Militia from Nelson Township took part in a daring manoeuver proposed by Major General Brock. In August, 1812, he decided to strike at Fort Detroit, which had been conceded to the Americans at the close of the Revolutionary War. This was a very daring thing to do as Brock had very few troops on the Niagara Line and Detroit was a strong fortress.

However, Brock left York on August 7, and came by boat to the head of the lake. He disembarked at Burlington Heights and rode overland to Long Point where he picked up 40 regulars and 260 militia, including Captain Samuel Hatt's special company of volunteers from the 5th Lincoln and 2nd York. Officers with Captain Hatt were Lieutenant Robert Land and Ensign William Chisholm, who served with 2nd York. To augment his small force Brock counted on picking up the 41st Regiment who were concentrated along the Detroit area and he counted on support of Tecumseh and his Indians. The American General Hull, who was terrified of an Indian massacre (although he had more guns than Brock and just as many men) surrendered Detroit without a shot being fired on August 16, 1812.

One result of this action was that Brock received a knighthood for it, but he never knew it. The dispatch about the capture of Fort Detroit reached London on October 6, and Brock was killed on October 13, at Queenston Heights. He was never addressed, while alive, as Sir Isaac.

Some men from this area who fought these battles were Richard Beasley from Burlington Heights, Jean Baptiste Rousseau who had been interpreter for Joseph Brant, Captain George Chisholm who had settled on the north shore of Burlington Bay in 1794: Richard Cockerell, a tutor of John Brant, William Bates, a sergeant in the Queen's Rangers who had charge of the King's Head Inn on Burlington Beach; and Lieutenant-Colonel William Johnson Kerr, son-in-law of Joseph Brant.

In May 1813, the Americans mounted a determined offensive in the Niagara area. As a result, Fort Erie was abandoned and Fort George fell to a combined assault by land and by sea. The senior British officer Gen. John Vincent was sent in retreat around the head of the lake to Burlington Heights (Hamilton). In an effort to smash the force that had escaped, the Americans sent out companies of infantry, artillery and cavalry. To quote a plaque at Burlington Heights, commemorating the resulting Battle of Stoney Creek: "From these heights, Lieutenant-Colonel John Harvey set out with about 700 men on the night of June 5, 1813, to launch a surprise attack on an invading United States force of some 3,000 men camped at Stoney Creek. The rout of the troops commanded by Brigadier-General John Chandler under cover of darkness in the early hours of June 6, is generally credited with saving Upper Canada from being overrun by the enemy." Harvey was knighted in 1824 and served in high posts in the Maritimes after that.

Following the spectacular success of the British at Stoney Creek, Burlington Heights (the plateau between Dundurn Castle and the High Level Bridge in Hamilton), became the advanced base for the army operating in the Niagara Peninsula, taking over from Fort George and it took on a great tactical importance. The two areas in Upper Canada which had the greatest bearing on military advance from the spring of 1813 to the end of the war were Burlington Heights and Kingston, where the dock yards were situated.

In July 1813, American Commodore Isaac Chauncey decided to make an attempt on the Heights and destroy it. He sailed from Sacketts Harbour and put in at Fort George on July 27, taking on board 150 regulars. He couldn't sail on that day because of a calm, but he did appear off the Burlington Beach strip on the evening of July 28, coming to anchor near the shore of what is now Burlington.

The following morning it was the duty of young Lieut.-Col. Winfield Scott's U.S. force to make a reconnaissance of the Beach and examine defences on the Heights. The British heard of this movement and sent out urgent messages to Colonel William Claus of the Indian department to gather together as many Indians as he could from the Grand River area, and march at once to Burlington Heights.

Captain John Brant, chief of the Six Nations after his father's death in 1807, gathered his warriors and they walked across country or travelled by water where possible in their birch canoes. The Indians were once again proving their loyalty to the British by assisting in the major battles of the war.

The garrison at Burlington Heights was very slim at that time with only about 150 men, but when the Indians arrived the next day plus further reinforcements from militia at Chippawa Corners (now St. Catharines), a formidable garrison was there to confront Lieut.-Col. Scott when he arrived. Scott reported back to Commodore Isaac Chauncey that there were seven guns overlooking the Bay, and also the distressing news that the channel leading into Burlington Bay was too shallow to bring in the large ships for the planned attack.

Chauncey's fleet consisted of two ships, one brig and eleven schooners. When Chauncey got this report, he had to weigh his chances. He could lower his long boats and have his soldiers row across to the Heights, but they would be under the fire of that formidable battery that Scott had reported, and his own guns from the fleet couldn't reach that far. Chauncey decided against such a suicidal course of action.

Again, the Americans could land, march around the bay and attack the battery on the Heights from the rear. This however, would have left Chauncey's fleet unmanned outside Burlington Bay, and there was a British squadron lurking somewhere in the lake. After weighing these odds, Chauncey decided not to attack the Heights. Instead, he reassembled his force, pillaged Fort York which they had previously burned out, and went back to Sackets Harbour.

The incident caused the local garrison to make sure that it never left itself with so few men again. The war brought great hardships to the people in Upper Canada with dislocation of their lives, their commerce interrupted and their farms and livestock neglected. It was not the same way at all as that encountered in the Maritimes and in Quebec where privateering and profiteering were carried on.

The third incident involving this area in the War of 1812 was a naval action, later called the "Burlington Races." The British squadron on the lakes was commanded by Sir James Yeo, who arrived at Kingston in early summer of 1813 as senior naval officer of all ships of war on the Great Lakes. Opposing him on the American side was the same Commodore Isaac Chauncey who had created a fleet starting with only two ships, after being ordered by the Secretary of the U.S. navy to dominate Lake Ontario and Lake Erie.

Sir James' orders at the same time were to seek out and destroy the American squadron and also to keep the land army in supplies. He soon found he had his work cut out for him.

The two fleets met in action in September of 1813. Sir James had landed supplies at the head of the lake and returned to York. The next day the American squadron of 11 ships appeared off shore and against this force Sir James mustered two corvettes, a brig, and three schooners. The Americans had more and heavier guns and, while staying out of

range battered the British squadron without having a shot fired near them in return.

Although Sir James was out-gunned and out-ranged, he put out to give battle off the present Canadian National Exhibition grounds at Toronto. Just after noon, Sir James broke off the action because his ship had suffered severely and a gale was coming up. The rest of the American ships were beginning to arrive so he decided to make a run for it to the head of the lake. This was referred to later by the British sailors as the "Burlington Races."

About five o'clock in the afternoon, riding the high water that was raised by the storm that day, the British entered what is now Hamilton Harbour through a narrow channel near Brant House. Once inside the bay, Sir James' problem was to get out again, without Chauncey blocking him. Damages were repaired, and British casualties totalled five dead and 15 wounded.

Meanwhile, Chauncey had found shelter at Fort George. On October 2, he sent over a fast sailing schooner to see if Sir James was still at the head of the lake. The bay was empty. The British had sailed out again into the lake and headed for Kingston, where they licked their wounds and repaired their damaged ships.

During the War of 1812, Dundas Street (No. 5 highway) was an important artery of troop movement and a drill hall was located north of Nelson Village crossroads where the troops assembled. The 1st Halton Rifles drilled in one of the fields later belonging to the Ireland family. Capt. Joseph Ireland came to Canada with the British army and served as Quartermaster in charge of the supply line along Dundas Street. Many a loyal soldier was given property after the war and some of them settled around Nelson. Two of these were Captain Ireland and Captain Joseph Birney.

The Six Nations Indians who had served the British cause, received gifts of provisions for their part in the war. After peace was declared, many Indians stopped hereabouts on their way back to the Grand River and an army officer's report stated that he was ordered "to accompany the Six Nations to their homes and in so doing, to lose no opportunity of annoying the enemy." After rewarding them with supplies he "then caused the issue of provisions to cease at the Mohawk Village (except to the families of men killed in battle or disabled by wounds) the people there being more in condition of helping themselves than those who had fixed temporary wigwams in the neighbourhood of Burlington and Dundas."

These temporary wigwams had been erected in 1815 when the Indians had become worried about the course of the war. They abandoned their homes at the Grand River and came down to the head of the lake. A report of the day mentioned the Indians encamped at the Beach in the rear of Mrs. Brant's.

12

Impact of Two World Wars

In the waterfront park opposite the entrance to St. Luke's Church, stands a statue of a World War I soldier facing the traffic on Lakeshore Road. When first erected the monument stood in a setting of trees and park benches farther back from the later-widened highway. Every year on Armistice Day services have been held there and Tom Walmsley annually played the Last Post for many years.

The monument was unveiled by Lord Byng of Vimy, the Governor General, on April 10, 1922 after long planning by the Memorial Committee of Burlington. Carved in stone beneath the statue are the 38 names of local men who fell in action and a list of places where they fought, places such as Ypres, Somme and Vimy Ridge. In honour of the men and women of Burlington and Nelson township who made the supreme sacrifice in World War II there is a plaque on the same cenotaph bearing 44 names.

During the first World War 500 men volunteered from Burlington and many of them drilled in the shed at Locust and Water Streets, the present site of Brant Chrysler Motors. Recruiting took place at the Village Inn on the opposite corner.

The first Burlington contingent to go overseas left town on August 17, 1914 marching up Brant Street to the Freeman Station led by James Dick's bagpipes. This was the 20th Lorne Rifles Battalion. Following further training at Valcartier, Quebec, the contingent went overseas.

Many families in town have treasured snapshots from the days of the Great War similar to the collection of R. J. M. (Bert) Allen. Included is a picture taken on Brant Street showing young boys curiously examining a tank of the Eaton Armoured Battery as it passed through Burlington.

An oft-told story in town concerns some troops quartered at Niagara who began a march to the Toronto Exhibition grounds. On the way they camped overnight at Winona, went through Burlington the next day and camped north of Bronte. It took the regiment two weeks to complete the march so a battalion came through Burlington daily for a fortnight. Their system of communication was by heliograph or signalling glass and in Burlington the tower of the Methodist Church on Elizabeth Street was used.

EATON ARMOURED BATTERY — 1917

The first battalion to reach town broke ranks on Ontario Street between Burlington Avenue and Locust Street. Camp cooks set up equipment and the men sat along the curbs to eat lunch. They were supposed to fall in again at 2 p.m. but the hotels on Brant Street looked too inviting to the thirsty men. The commanding officers had such difficulty getting them back into line that the next day and every day thereafter the regiments were marched through Burlington without a halt being made. George Bridle, a Burlington boy, was with the Bantam Battalion and he got a big hand from bystanders.

They were welcomed at the Pettit farm halfway between Freeman and the Guelph Line, and the ladies of Burlington served out pies and coffee. During the two weeks 1200 pies were carried to the lunch stop by high school boys.

During World War I women helped with Red Cross work and the Women's Institute assisted the Queen's Canadian Hospital Committee. This was a group of Burlington girls in their teens and twenties who met in the library to knit for the soldiers and make bandages.

In 1915 a Home Guard unit was formed and the men improved their marksmanship on an indoor rifle range. Burlington and Nelson councils approved expenses in aid of wives and families of enlisted men faced with rising living costs.

Early in 1918 when the peace seemed imminent, the Soldiers' Aid Commission asked council to form a branch in Burlington to help place returned soldiers in employment.

After peace was declared on November 11, Burlington council recorded a resolution of "our very great gratification upon the termina-

tion of the greatest war in the history of the world and of the overwhelming success of the allied armies. They expressed appreciation to our Canadian boys, and the memory of those who have fought and fallen in the interests of democracy and the cause of right, who will not be forgotten.

Council then recommended a permanent monument and showed appreciation to the pastors of local churches for the public Thanksgiving services held at the Methodist Church (now Wellington Square United Church) on November 13.

An amusing incident occurred during the war days. When news got around that the first local boy returning from the Front (his nickname was "Slick") was expected on the evening train, the townspeople made ready. The Citizens' Band assembled and a procession started off to the station at Freeman. The young veteran who had had his scraps with the local constable before joining the army, seeing the torch-lit parade coming up Brant Street, thought a posse was coming to get him. The welcoming committee had to reassure him and it was a relieved young fellow who rode victoriously down Brant Street with Mayor M. C. Smith for a rousing welcome at Gore Park. It took the young man a week to regain his composure before resuming his old place in front of the pool hall.

As the rest of the servicemen gradually returned home, receptions were planned for them and a picnic and turkey dinner held. A military hospital had been established by the government at the Brant House during the war and the soldier inmates were not neglected.

Returned men soon formed a local branch of the Great War Veterans Association, forerunner of the Canadian Legion. Several meeting places were used by the G.W.V.A., the first being a room over Kern's store on Water Street across from the present bus terminal

BURLINGTON VOLUNTEERS, CANADIAN CONTINGENT—AUGUST 1914

H.M.C.S. BURLINGTON—DEDICATED SEPTEMBER 10, 1941

Membership soon outgrew these quarters and the old Episcopal church building at the corner of Elizabeth and James Streets was bought. The building is the present headquarters for the Sea Cadets. Tom Walmsley was the first president of the Great War Veterans' Association.

In 1928 Canadian Legion Post 60 received its charter. A chronicle of the town in 1927 mentions that "Military interests are represented by a Company of the Halton Rifles and a section of No. 14 Signal Company".

On September 10, 1939, Canada again was at war with Germany and more than 600 men from Burlington joined the armed forces.

Thayendanegea Chapter, I.O.D.E., called a meeting of representatives of all women's organizations in town to plan their war work and Mrs. W. Weaver was appointed chairman of the women's work for the Red Cross.

Victory Loan Rallies held during the war saw Burlington meet its quotas substantially.

A unique ceremony was held on September 10, 1941, at Lakeside Park. A new navy minesweeper, H.M.C.S. Burlington, was dedicated as it lay anchored off the shore.

H.M.C.S. Burlington left Dufferin shipyards that morning with her commanding officer, Lieut. Commander Fricker, Hon. Angus L. Macdonald, Minister for Naval Affairs, Hughes Cleaver, M.P. for Halton and several school children aboard and arrived at Burlington by noon.

The landing party was welcomed by Mayor J. Gordon Blair and the entire crew of the ship were declared honorary citizens of Burlington. School children sang a special song, "H.M.C.S. Burlington" written for the occasion by T. Reginald Sloan.

The Hon. Angus Macdonald spoke, a guard of honour was inspected, gifts were presented by townspeople and Rev. G. W. Tebbs dedicated the fine new ship in a solemn ceremony. It was a big day for Burlington.

Festivities continued at the Estaminet that night with all the town's dignitaries and ship's officers present and the toast to H.M.C.S. Burlington was proposed by W. J. McCulloch. Chairman John Wilkinson introduced his hard-working committee, Reeve John Blair, E. W. Smith, W. J. McCulloch, E. D. Lucas, M. M. Bush, Mrs. T. J. Hedley and Mrs. A. W. Milligan.

The townspeople? They spent the evening in gay street dancing and bingo.

One of the most active organizations in town was the Burlington and Nelson District War Services Committee, inaugurated in September, 1942, with executive A. A. Allen, H. A. Cozens, and Mrs. T. J. Hedley. By May, 1946, 2,115 parcels had been mailed as well as over 800,000 cigarettes. This was a community project and all social and church groups participated. At one time there were more than 400 servicemen from Burlington and district overseas.

A parachute factory was built and many people, mostly women, found work there. An aircraft accessories plant was opened and ammunition boxes were turned out at Nicholsons.

An Air Cadet squadron was established to train boys who could take their places later as aircrew in the R.C.A.F. After the war membership dwindled but Squadron No. 715 was later re-organized under the sponsorship of the Civitan Club.

Many "old country" boys visited in local homes from the R.A.F. camp at Mount Hope. Several of them married Burlington girls who returned with them to Great Britain after the war.

Germany surrendered May 7, 1945, and the people of Burlington went wild. Bells rang, whistles blew and the town's churches were packed with grateful and prayerful people. When V-J Day came on September 1 it seemed like an anti-climax.

After the street parades and thankful prayers, Burlington waited for its servicemen to return and mourned the ones who would never come back.

Walter Cone was in charge of the welcoming committee who met the trains carrying returning ex-servicemen no matter what hour they arrived. After V-J Day the town gave a rousing Welcome Home Dance for all district servicemen and women and their wives and sweethearts

A special welcome was extended to about 50 British war brides who were presented with boxes of Canadian apples.

Postponed peace time projects were launched with enthusiasm and Burlington began to grow and prosper as never before in its long history.

The Canadian Legion was expanding with the demobilization of servicemen and in 1947, when Charles Gates was president, a larger building was purchased. The membership increased from 65 to over 200. Headquarters remained on Water Street at the foot of Elizabeth Street until the new hall was completed in 1959 on Legion Road. Mayfield School for Retarded Children was later built across the road on land donated by the Legion and the school has become the veterans' main project. Branch 60 was given the name of Vinton Memorial Branch in 1951 in tribute to the late N. R. Vinton, a former president.

TOP: BETHEL CHAPEL   LOWER: KILBRIDE UNITED CHURCH

13

Kilbride

In the early settlement of Nelson township, one thing was of primary importance for the growth of business and industry: water power. Beside the streams which fed the Twelve Mile Creek and snaked down across what is known as North Burlington, small villages grew up—small by today's standards but from 1855 to 1870 comparatively thriving communities. Kilbride, Cumminsville, Willbrook, Lowville and to the south east, Zimmerman, were all on the Twelve Mile Creek and its tributaries. Flour mills were established first, and later lumber and grist mills. Steam was developed for factories and eventually each community became self-supporting with stores, blacksmith shops, churches and inns.

Kilbride, Cumminsville, and Willbrook or Dakota were all within about a mile of each other and seven or eight miles from Milton. The first settlers had little time to leave written records behind and few of their descendants are left to tell their stories. One of the first settlers in the area around Dakota was Thomas Simpson, a veteran of the Napoleonic Wars. In the reign of King George IV he was given a Crown grant of 100 acres of forest. He built a log cabin there and began clearing land. He combined in his skills all the knowledge necessary for survival as a pioneer. He tanned deer skins and made shoes for his family. He carded and spun wool, wove and knit it into cloth, mitts and socks, and with scissors and needles fashioned all his family's clothing. The Simpsons became successful farmers owning the first horse in the vicinity. Mrs. Simpson was the first woman to sell produce on the Hamilton market, going all the way on horseback. It is also said that the Simpsons with their enthusiasm encouraged the erection of the first church in the vicinity on the site of the Nelson Presbyterian Church.

In 1830 the Hunt brothers, later of Carlisle, were said to have purchased 200 acres of land near Kilbride for 12 shillings, six pence an acre. The George Harbottle home on a Crown land grant was once the local court house and Mr. Harbottle was the local magistrate who performed weddings in the homes. John Harris was also a local magistrate for many years.

The village of Kilbride was laid out by Francis Baker and William Panton sometime around 1850. Mr. Panton was born in Ireland in 1808 and emigrated to Canada in 1834. He settled on a farm in Nelson township and after spending some time in the Niagara district as Public Works Inspector, he joined Mr. Baker in a milling and lumbering business. Together they laid out a village and nostalgically christened it Kilbride after a town Panton remembered in County Wicklow, Ireland. Panton and Baker (now Kilbride) Streets were named in honor of these fathers of the village.

Lumbering gave Kilbride and neighbouring villages prosperity and when the forests were finally exhausted, the prosperity carried business along for awhile.

Kilbride's local emporium for many years was the department store of T. L. White. The original store burned down and was replaced by a bigger building. In the new store a staff of five clerks in the grocery department alone, served the customers. Barrels held supplies of sugar, salt, molasses, syrups and oils. The meat shop was always filled with choice meats which Mr. White bought directly from the farms. The busy millinery department was at the back of the store and upstairs the tailoring department managed by Charles Thompson employed five men and eight women.

Kilbride in the late 1870's had a population of several hundred with plenty of work for everyone. Up the creek to the north of the village stood a large woollen mill owned and operated by William Montgomery. There was a tin shop, a cooper shop and a drug store owned by Dr. Beattie. This was later purchased for a harness shop and was eventually converted to a garage. Another general store was operated by Donald McGregor, then James Tweedle and John Harris. Just as, incongruously, the drug store became a harness shop, so this general store became a Gospel church and later a residence.

Blacksmiths kept busy were Charles Harris, John Greenlees, Bob Burton, Jack Small, A. Page and Bert Cartwright. Opposite T. L. White's store was the hotel owned by Frank Mills and later by Charles Rasberry. After it burned down a new building was erected on the site, not a hotel but a wagon-maker's shop operated by Joshua Worthington. During the First World War, this was purchased by Carey Brothers who equipped it as an evaporator for summer produce. William Mitchell owned a service station and refreshments booth and was loved by the village children for his generosity. Harvey Henderson was also happily remembered; he served as town constable for many years.

Kilbride Community Hall was Salem Church which in 1905 was moved to the village from Walker's Line and used for a time as a butcher shop. The community purchased the building and it now serves as a recreation centre.

Mail came from Milton to Kilbride. Charles Rasberry was mail driver for 35 years, living in Kilbride and driving mail to Hamilton. It is said he never missed a day or took a holiday in all those years except the day of his marriage. Lowville was later brought into the route and deliveries were made by stagecoach. John Duncan, the chief driver, used four or five excellent road horses for the trip. The coach was always full of people, parcels and boxes, but it was a happy load, and drivers, including Frank Featherstone and Frank Robertson, were good natured and obliging.

Robert Rasberry, son of the early mail driver, owned one of the first automobiles in Kilbride, a 1911 model with a handsome brass front.

The history of Kilbride area was gathered by a church centennial committee of Kilbride United Church in 1950. Older residents of the district contributed their memories, and those of the late Mrs. Bertha Harbottle were of special assistance to committee members Gertie McArthur, Florence McDonald, Marion Cartwright, William Pickett, James Ayton and Laura Dixon.

Early records of the religious activity in the village are scant. The Cumminsville Bible Society which began on May 9, 1854, drew residents of the area to its meetings, but even before this in 1846 a Presbyterian Church under the branch of the Free Church of Scotland began as a mission with Rev. W. McLean of Waterdown and Wellington Square in charge. Grounds for the now unused cemetery were purchased in 1848 from James Harris before Kilbride was laid out and were deeded to the Presbyterian Church of Cumminsville. A pastoral charge was formed in 1855 and in 1856 the church was built east of Kilbride on property purchased from the Day estate. The manse stood beside the church which was closed in 1940 after 84 years of Christian service.

A few of the familiar names connected with this church are McClure, Corlett, Wilson, Fraser, Agnew, Labourne, Duncan, Pickett, Clugson, Hewson, Small, Turnbull, Nixon, Harris, and Dixon. After 1940 a number of families joined with the United Church in Kilbride while others joined Campbellville and Milton churches.

Four years after the founding of Kilbride Presbyterian Church, Kilbride Methodist (now United) Church was built in 1850 on land donated to the church by Mr. and Mrs. George Harbottle Sr. The deed is preserved in the church and, although faded, can still be read. The signatures include George and Rhoda Harbottle, William Galloway, Robert Simpson, Thomas Galloway and William Harris, and witnesses John Mathews and Francis Baker. Robert Simpson made and donated the church's pulpit and William Bousfield who owned and operated a saw mill in Tally Ho supplied timbers and siding.

By this time services were being held in Bethel Chapel. In 1855 land on the south side of No. 5 Sideroad west of Cedar Springs Road had been deeded by John Prudham to the trustees. Mr Prudham's homestead south of Kilbride had been a stopping place for itinerant ministers. It was quite usual for him and his wife Elizabeth to carry their children over the forest trail and across streams, over fallen logs to Collings Church in Lowville to attend service. Mr. Prudham and Mathias Canon both of Nelson, along with Jonas Volick, Andrew Davidson and Richard Volick were the original trustees of the small church of the Methodist New Connexion called Bethel Chapel. The union of existing Methodist bodies caused Bethel to close about 1874 but a committee of trustees was appointed to care for the grounds and cemetery.

Local ministers still conduct an annual service at Bethel which is believed to be the last church of the New Connexion still in existence. The historic place of worship has an unusual pulpit with doors on each side of the minister's bench. The antependium, though worn, retained its colour for many years and added dignity to the pulpit with its padded top and heavy fringe. The seats were sold appropriately for use in the Kilbride Community Hall which itself was a former church.

By 1876 Kilbride United was on a circuit with Lowville, Salem, Bethesda (on the Trafalgar town line), Mountain, Nassagaweya and Davidson's. In the graveyard of Salem Church on Walker's Line lie Mr. and Mrs. Hamilton Bennett. Mr Bennett was a local preacher who served for 50 years in the Lowville circuit. All seven appointments contributed to the salary of the minister and his assistant.

Sometime about 1878 the congregation of Kilbride United Church decided to re-establish itself in a more central part of the village. Hall Gunby and a Mr. Carlile, who had equipment for moving buildings, and the men of Kilbride went to work in "bees". James McNiven, George Harbottle and George Bennett supplied oxen and the building was put on skids and hauled to its new foundation. The vestry was torn down and the present Sunday school was later erected. A gala re-opening ceremony was held for the church, and at the tea held the next evening donations were given that completely paid the church debt.

The cemetery still remains by the first site of the church and is another of the old burying grounds that have been taken over by the Town of Burlington.

Over the years countless devoted church and community workers have come and gone. Mrs. Charles Poer, who taught Sunday school girls at Kilbride United, superintendents Charles Poer, W. W. Forster, Frank McNiven, A. J. Harris and Charles Prudham, and local preachers George Harbottle and John Hollingsworth.

Dr. H. R. McDonald established his medical practice in 1925. Before the turn of the century the medical practitioners were Dr. A. C. Jones and Dr. G. C. Carbert.

One of the first schools in Kilbride was in the frame home of John Harris who was the local magistrate for a number of years. A log school house once stood on the Coulson homestead, north of the village on No. 10 Sideroad. The earliest record shows that in July 1855 William Panton and Francis Baker deeded lot 27 on the present Kilbride Street to the trustees of School Section No. 11 Nelson who later bought lots 28 and 29 as well.

Although there is no date for the building it would seem that the sturdy two-story stone school was constructed in 1879 since it is on Lot 29 purchased that year. The school yard shared in the many trees planted throughout the village by Charles Rasberry and T. G. White over 70 years ago.

The first teacher was W. R. Watson who taught until December 1881. Although there were two classrooms in the school, the 1885 teacher Mr. McCorrigan had 96 pupils in his care. Attendance decreased at the turn of the century and one room was closed.

In 1902, summer vacation was in July only and in 1903 the first two weeks of August were added. There were other holidays such as on December 16, 1909 when the school was closed while the teacher went to the city to help buy Christmas presents for Sunday School pupils. Other closings were more essential. From November 14 to 29 in 1906 the closing was for repairs and from October 21 to November 18, 1918, Spanish influenza shut the doors.

On his appointment in 1936, Halton county's school Inspector L. L. Skuce, tried to interest trustees and ratepayers in the formation of school areas, in line with the re-organization into larger areas of administration throughout Ontario. There was much opposition, particularly in Kilbride. In 1943 Nelson township council voted in favour of including the 15 schools in the township school area.

Departures from former policy began to occur. Mrs. Jean Emerson was appointed the first music supervisor and the school board commenced supplying the pupils with work books and pencils. In September 1945 home economics and manual training teachers were appointed to visit each school in the area. By January 1949 the school population of the district had increased to such an extent that the upstairs classroom which had been closed for 50 years had to be re-opened.

Soon after the formation of the school area a group of parents in the north of the township made an attempt to have a graded school built in the area. Many in Kilbride supported the graded school idea but wanted the school built in the village. Local township politics was at fever pitch as trustees and councillors, for and against, were voted in and out. Eventually in September 1954, the new eight-roomed Fairview School was opened a mile-and-a-half south of Lowville and four miles southwest of Kilbride.

Although the Board intended to close all the rural schools at this time, opposition was so strong from a group in Kilbride and the neighbouring Bell School Section that these two schools continued in operation and the parents were given the choice of sending their children to Fairview School by bus or allowing them to walk to the local school. The majority of parents who continued to send their children to the old stone school were those who, having attended it themselves, had an intense loyalty to it. The Board found it difficult to get qualified teachers for the Kilbride School and attendance decreased until in June 1961 when it was closed there were only 16 pupils.

On January 1, 1958, Kilbride education came under the authority of the Burlington Board of Education. After this the population continued to grow and shortly a second graded school was required in the northern part of the area. In December, 1959 the Board purchased three acres from Eric McArthur and plans were drawn up for a new six-roomed school. In September 1960, the new school was opened with 198 pupils registering.

In her study of old school registers, Miss Florence Meares, first principal of the new Kilbride School, notes that whereas few children went on to high school when there was no public transportation, today with free school buses the desire for higher education has markedly increased.

TOP: BELL SCHOOL. LOWER: KILBRIDE SCHOOL.

14

Cumminsville-Dakota

In 1855, Nelson township council passed by-law No. 83 'to open and establish a line of road between the villages of Kilbride and Cumminsville.' Indeed the village of Kilbride was really a continuation of Cumminsville which had been founded by Titus G. Cummins. Sidewalks eventually were laid parallel to the mud road from the upper end of Kilbride, south to Cumminsville and the Dakota grist mill.

On the corner at Cumminsville was a general store successively owned by a Mr. Hawkins, Robert Hay and Robert Thompson. The Temperance Hall, above the store, was a frequent rendezvous and was used as a polling place for Ward Four, Nelson township. Here, too, was the office of the Montreal Telegraph Company, the only means of communication before the appearance of the telephone. Sandy Fraser was Morse operator and taught in the village school.

Sam Shouldice had a bakeshop and on the opposite corner stood a large hotel owned by Robert Thompson. It, too, served as a polling division at one time. The Inn was licensed and since there were no restrictions for many years on the serving of liquor during elections which lasted several days, Thompson's must have been an exciting place to vote.

A grist mill was operated by Thomas Galloway. James Harvey was another miller. A saw and shingle mill was run by Abram King and later by Greenlees Bros. and by Thomas Dent. David Liddle had a turning and lathing shop and furniture by him, though 100 years old, is still in an excellent state, treasured by the Rasberry family. By 1877 Schooley and McCay were making furniture.

After 1847 William Panton, founder of Kilbride, was first postmaster of Cumminsville. Mail came from Hannahsville (Nelson Village) twice a week. There was the inevitable blacksmith shop, operated in 1877 by G. G. Greenlees. J. S. Jordon was a Cumminsville merchant, H. Leasley was the village tailor and doctors McGregor and McClure looked after the health of the community. The twin villages of Kilbride and Cumminsville each led thriving commercial existences. In 1877 Cumminsville had 200 inhabitants, the same as Kilbride.

The Cumminsville Bible Society was founded May 9, 1854. Meetings were held at the Temperance Hall at first and members of the first families of the district were active, including James Tyner, William Wilson, Thomas Galloway, William Montgomery, John Mathews, Thomas Stokes, James Ingles, F. Small, A. Wilson, John Haggin, Robert Simpson, F. Baker, John Small, John Robb, James Molyneaux, John Duffin, Joseph Lynn, John Prudham, William Gunby, John Agnew, William Harris, Charles Stewart and Thomas Small. The Society alternated its meetings between Kilbride and Cumminsville, and one entry in the minute book read "The roads were very muddy, the night very dark, the assembly very small".

Many residents of Cumminsville were employed in Dakota which lay immediately to the south. Here stood one of the first schools, Foster's, at the corner of No. 5 Sideroad and Cedar Springs Road. It was a log structure with benches on either side and a dirt floor. It was replaced in 1862 by Dakota Stone School, later named Cedar Springs, S.S. No. 10.

The old Dakota grist mill once served as a flour mill. In later years it was a saw and grist mill. Among the millers who operated there were Andrew Gage and Son, James Harvey, Daniel Smith, David Kirkwood, Thomas and Spencer Bennett, Charles Williams, Samuel Ecker, Clark Eaton, William Pegg and George Pegg and Son.

Dakota originally had quite a number of residents. A place called "Wilbrook" is mentioned as having been at this location. It would appear that these two names are for the same small village.

By far the largest business concern in the entire northern section of Nelson township was the Canada Powder Company at Dakota. Operations were begun about 1854 for the manufacture of gunpowder and the mills were constructed with great difficulty. The powder press had been shipped by boat to Burlington Beach and moved on greased rollers to Wellington Square, then drawn on a specially built sleigh by thirteen yoke of oxen to the factory site miles back from the waterfront on top of the escarpment.

In 1862, the company was purchased by the Hamilton Powder Company. In 1884 the mills were employing over 200 men, a large proportion of the male population of Kilbride, Cumminsville and Dakota.

In from the public road was the cooperage where the 25-pound kegs were made, a storehouse for empty kegs, the barn and the manager's house where Edward Corless lived. Over the Twelve Mile Creek, which flowed through the mile-long valley of the mill property was a bridge. On the other bank of the creek were housed the boiler and engine used when water power was insufficient. Here also stood five large frame buildings, widely separated among the trees in the lovely valley. Each building housed one of the processes needed in the manufacture of the powder and each was connected with the others by a narrow gauge, wooden-tracked railway, man propelled. A discreet distance away were the charcoal kilns fueled with willow wood from the company's bush.

The mills were operated by water power for which there had been constructed two dams, one upstream, the upper dam, and the other one situated close to the mill buildings, the lower dam. Several acres of water were constantly available needing only the opening of the sluice gates to rush through the millrace to set in motion the great water wheels in each building. The sluice gates were shut each night at closing time. By next morning water from the Twelve Mile Creek had formed a new pond for a fresh day's operations.

Gun and blasting powder were made of sulphur imported from Turkey, saltpetre brought from Chile, and charcoal. Sulphur and saltpetre shipments, transported by water, were teamed from Brown's Wharf in Aldershot, a distance of about 12 miles, to the Dakota powder plant.

When the C.P.R. was being constructed through the rocky terrain between North Bay and Port Arthur, the demand for blasting powder from Dakota mills was so great and so urgent that the factory operated 24 hours daily for several years.

Manager Edward Corlett, realizing the danger involved in the manufacture of explosives, stood for no carelessness. Women or boys were not employed. During the summer, men worked barefoot in the mills and were never permitted to wear shoes with anything but wooden pegs in the soles.

Each day at noon, in a field well away from the plant, a small brass cannon was used to test the strength of the powder. By such elementary quality control, the ingredients could be proportioned as well as measured.

October 9, 1894, was a cloudy overcast autumn day. At noon the employees left as usual for their lunch break, only a skeleton staff remaining. At 12.45 noon a mighty explosion rent the air, its reverberations heard as far away as Owen Sound and St. Catharines. The ground shook as though by an earthquake as the powder mills vanished skywards. People in Hamilton heard the blast and witnessed the huge mushroom of smoke hang above the earth to the north-east. Word soon spread the Dakota powder mills were no more.

Men ran from every direction to the scene, some on horseback, others with wagon loads of helpers. Four men, Heatherington, Murray, Tibbles and Calder by name, were killed instantly and another died later of injuries. Andrew Coffee was blown to the tree tops and landed in the Twelve Mile Creek, suffering no harm other than loss of his false teeth which were found the following spring near the Lowville dam. A pall of shock and sadness descended over the countryside and relief organizations aided the bereaved families. A mass funeral service was held in St. George's Anglican Church, Lowville.

The cause of the disaster was never determined. The manager was in Cumminsville at the time of the explosion. No evidence of carelessness was discovered.

The mills were never rebuilt. Operations were transferred to the vicinity of Montreal, eventually becoming part of Canadian Industries Limited. The closing of the mills sounded the death knell for Willbrook, Dakota and Cumminsville. Men thrown out of work settled elsewhere and the countryside reverted to its former pastoral peace.

Edward Corlett stayed on at Dakota and bought the land from the powder company, building a profitable business from apple orchards. In 1885 land to the north of the powder mill site was purchased by W. D. Flatt who engaged in the timber business on this stand of virgin pine. In 1905 Corlett sold his land to James Tweedle who was succeeded in ownership by Donald McGregor and Charles Prudham. In 1924 Mr. Prudham sold to Mr. Flatt who was charmed by the natural beauty of the surroundings and envisaged developing it with the land already owned by him as a resort community.

By 1926, the first rustic cabins were offered for sale. More followed and by 1932 the desired maximum of 80 was reached. With Mr. Flatt's relinquishing personal control, Cedar Springs Community Club came into being with a golf course, bowling green, swimming pool and ski slopes making it one of the most desirable private recreational resorts in Ontario.

Where the ill-fated powder mill once stood, a barn had been built and this became the Cedar Springs community hall. Following Mr. Flatt's death, imposing gates were built at the entrance to the property in memory of the founder whose enterprise had restored the valley to the lovely place it had been before tragedy struck in 1884.

THE DAKOTA GRIST & LUMBER MILL—STILL OPERATING—1967

15

Lowville

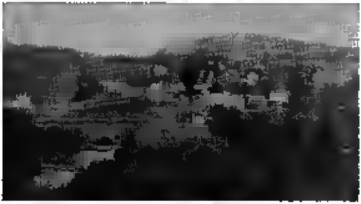
Southeast of Kilbride on the banks of the Twelve Mile Creek lies Lowville, the lowest point on the main road from Guelph to Lake Ontario. Some of the earliest arrivals there were John and Hannah Kenney and Rev. Daniel Pickett, a saddlebag preacher who settled in 1822. Mr. Pickett's daughter later recalled how as a girl in 1824 sent to help the Kenneys get settled, she carried a glowing coal between two sticks to start the fire in the new neighbours' fireplace.

In later years Mr. Pickett sold his farm to a Mr. Watkins, the father of T. C. Watkins, founder of the Right House in Hamilton. The Bradts were established in Lowville early in the 19th century. Albert Bradt traded a 200 acre farm in Caledonia for half as much property on the hills of Lowville and $100. It was on "Bradt's Mountain," at Lowville, that a signal tower was erected during World War I.

Squire James Cleaver, a farmer and land surveyor, bought land in Lowville and built a grist mill on the Twelve Mile Creek. Squire Cleaver was a strong temperance man and his barn was the first to be raised without whiskey as an incentive. The mill, running 24 hours a day, provided plenty of work. Jabez Nicholson was believed to be the last miller to make flour at the old mill. A chopping business was set up later by George Robinson. Another important sawmill was that of John Readhead on Walker's Line south of Lowville.

A Mrs. Foster emigrated to Canada from Ireland in 1832. Her husband died on the ship and was buried at sea. She landed in the new world with her eight sons and two daughters and with little means to support them. Mrs. Foster first located land in Hamilton but was persuaded that a lakeport was no place to bring up a family of boys, so she moved to Lowville. It is told that she would take a basket of butter on her head and walk to Hamilton to exchange it for groceries which she carried home in the same manner. Her son Henry was on Nelson township Council for 15 years and many of her descendants still live in the community.

Like other hamlets on the banks of a stream, Lowville's development was linked with water power. Once the first people had established



VILLAGE OF LOWVILLE 1873

their farms and a mill was built, a few industries were started and small businesses emerged to meet the needs of the villagers. The village consisted of parts of the farms of T. E. Pickett, Joseph Featherstone, and Squire Cleaver.

When the teaming of grain and lumber was an important means of livelihood, hotels were opened, nine between Burlington and Campbellville, and five in the Lowville area. McDand's was at the foot of the hill, another was in Highville the name given the district above Lowville. Three more hotels were nearby.

Lowville had several industries at one time. The foundry owned by J. McLaren in the forties turned out everything in iron from pots, griddles, muffin tins, and smoothing irons, to stoves and farm implements. This business was owned by John Johnson in the late 1870's. Across from the foundry was a tannery.

Back of the foundry on the banks of the creek was Mr. Rumple's furniture factory which supplied the neighbourhood with fine furniture, some of which is still in use. Mr. Rumple, a native of Prussia, had a main factory with another building nearer the street for finishing and sales. Other businesses were a carpenter shop, a dressmaker and a millinery shop run by a Miss Marsh of Dundas. This shop later became George Brady's harness shop.

Sometime between 1853 and 1856, Andrew Pickett built the general store and it is believed the first post office was there. Mr. Pickett also had a cheese factory adjacent to the store which did a thriving business. For several years he operated this store before leaving to make his home

in the United States. His eldest daughter, Anna, born in Lowville, was the mother of Harry Hopkins, advisor to President Franklin D. Roosevelt.

Mr. Pickett leased the store to Oscar Mackay. In 1868, the telegraph office was installed there, bringing the villagers more in touch with the outside world. It is believed the first mail route to Burlington which had been run by John Johnson was afterwards taken over by the Mackays. About 1875, the store was purchased by Thomas Langton and again the mail was linked with its proprietor who had the stage and mail route to Hamilton. The mail route to Burlington was discontinued and one was started to Milton.

At Highville, above Lowville, was located A. B. Culloden's general store, Miss Black's dressmaker shop and Klainka's tailor shop. Across the road was Emerson and McNair's blacksmith and carriage shop and J. Pembroke's shoe shop. A few years after Mr. Pembroke's death another shoe shop was operated by a Mr. Pouchott in his home.

The trade of the blacksmith was a vital one before the advent of the horseless carriage, and Lowville had its generous share of "smithies" over the years, including Burkholder and Smith, Alex Mitchell and George Ramshaw.

The post office was moved to this upper part of the village and was run by S. Nixon who did double duty as a school teacher. Later, a general store was built by Isaac Featherstone on the front of his farm. About 1907 the Nelson Telephone Company began operations with head office at Lowville.

About 1875, through the influence of Robert Coates, the village schoolmaster, plank sidewalks were laid through the village, a new foot-bridge placed across the creek and steps built up the hill to the upper town.

The first school house was built near the present church corner. Later a white frame school was built near the creek, to be replaced about 1888 by a stone school still standing in Lowville Park. The first school was called Barker's School House and was used for the first church services.

A story of an incident in the old school during a church service is told by the late Mrs. C. A. Prudham, who chronicled much of Lowville's history. After the church services the Bible was carefully wrapped in a white cloth and carried home by one of the parishioners, to be brought back the next Sunday. Once when it was the turn of Mrs. John Thomas, she took the good book home and the next week brought the parcel back and placed it on the desk. When the minister unwrapped it for the service, lo! it was a block of wood. Mrs. Thomas sprang to her feet and, pointing her finger at one of her sons said, "George, this is your work!"

A number of young men of that generation became ministers. Rev. James Mason was ordained and preached his first sermon in Barker's

School House. From the first real church built on the site of the later parsonage went forth Rev. Joseph Colling, Rev. Thomas Colling, Rev. Solomon Cleaver, D.D., Rev. Joel Pitcher, and Rev. T. Webster Pickett.

After holding services in the school for some time, the Colling family decided to build a Methodist church. It was not long before "Collings' Church" opened its doors to worshippers. This church belonged to the Nelson circuit which was formed in 1832, embracing what is now Halton county and extending north to Erin and east to Toronto township. *The Christian Guardian* of January 19, 1853 reported "The first missionary meeting of Nelson circuit was held Monday evening last in Collings' Church." There were only two circuit missionaries and meetings were held whatever day one of them arrived. In 1855 the old "Collings Church" was re-named Lowville Methodist Church and made a pastoral charge along with Davidson's. By the late 1860's, settlers were coming into the area in greater numbers and by 1871 the church was found too small.

Once more a member of the Colling family, Thomas Colling, donated the land, and the new church was opened in 1875, with Rev. Robert Bell the first minister being paid $450 per year. First Sunday School superintendent was John Foster.

In 1878 the circuit parsonage was moved to Lowville from Kilbride and again Thomas Colling donated land on No. 5 sideroad for a permanent parsonage. He made one stipulation. The new building was not to obstruct the view from his house of the church's front steps. The ornate ten-room parsonage was almost completely built by parishioners who hauled stone and sand. When it opened in 1884, an admission fee was charged to view the interior.

By 1887 Lowville and Zimmerman were the only two churches on the circuit. Churches were usually packed to the doors for all services, and the churchyards resembled market day with every description of conveyance on hand. A by-law had to be passed to allow churchgoers to erect sheds on the road allowance in which to tie up their horses or oxen.

Among latter day changes in the church have been the construction of a modern split level parsonage on land donated by Eric Gudgeon and the installation of an oil furnace in the church.

Across from the parsonage on No. 5 sideroad is the church cemetery. Family names on the gravestones include the Collings, Harbottles, Featherstones, Gunbys, Readheads, Bults, Jays and Cordukes.

A story told of this cemetery involves one of the first persons to be buried there. He was a young man named Jackson who had come into the district to work. Stricken with "hip disease" he died and was laid to rest in the new cemetery where his was the first grave. Some medical students wanted the body but Jackson's friends would not agree to this. They dug out the grave and filled it with large stones and with earth

before they were satisfied that no one would molest the remains of their friend.

Some local preachers in this era were Hamilton Bennett, Sidney Kenny and later, after the turn of the century, Elmer S. Sinclair, Charles Jay and Victor Butts who went to China as a missionary.

A Presbyterian Church was built but never used for worship. It was later converted to a dwelling.

St. George's Anglican is the oldest congregation in Lowville. Parishioners met first for Sunday School September 10, 1845. Later services were held in a frame house on what became the farm of Emanuel Coulson. From this small building the congregation moved to DeForests Line School. It was there in 1856 that the first vestry meeting took place and the parish named St. George's. In June of the following year Dr. George Dice donated a parcel of land at the Guelph Line and No. 10 sideroad, two miles north of Lowville, for a church.

Little is known of this building except that it was frame and cost $400 for materials. A brick church was erected in 1890. This was substantially built, costing $4,000 and has needed no major repairs since it went up. The only replacement was part of the roof which was blown off in a big wind, March 21, 1915, an act of God and in no way attributable to the builders of the church.

St. George's has never had its own rector. Early in its history, about 1859, it was attached to Waterdown and Aldershot. In 1874 it joined Nassagaweya and Carlisle until the latter closed before the turn of the century.

The first rectory for St. George's was the home of Mr. and Mrs. Cowley who deeded it over to the church. This was later sold and a farm house bought for the purpose. The third location of the rectory was in Campbellville where it remains today.

The present stone St. George's is still the centre of Anglican worship for Lowville and the surrounding countryside and the cemetery is one of the loveliest in the community.

A beauty spot is Lowville Park which resounds with the shouts of day campers and picnicking families. William Robertson, Reeve of Nelson Township 1944 to 1946, headed a group of men, some of them prominent Burlington businessmen who in 1945 bought the land which became Lowville Park, at the foot of the hill on the Guelph Line. The land was covered with thick hawthorne brush which took 56 men and 11 tractors a whole day to clear out. With amalgamation in 1958, the Town of Burlington took over the park and built a new bridge and refreshment stand.

Now, during the summer especially, Lowville is no longer secluded in its valley. As visitors to the park come over the crest of the hill the beauty of the scene below them is almost as impressive as it must have been when the first settlers arrived to make their new homes.

16

Zimmerman

Zimmerman, southeast of Lowville, at one time was a small centre catering to the needs of the farmers living nearby. Its economy started by a mill and its social life centred for the most part around the churches.

In the beautiful valley which lies between No. 1 and No. 2 sideroads on the Appleby Line Henry F. Zimmerman had his sawmill and built a large stone house. This house is now occupied by Earl Cartwright and stands at the corner of the Appleby Line and No. 2 sideroad.

As well as a general store, in the early years there were two sawmills and a grist mill, a school, a shoe shop, tailor, carpenter and blacksmith shops, and a woollen mill which was started but never finished. The post office was in the store and the mail driver would deliver the mail from Burlington. Two of the school pupils would fetch the letters for the children to take home after school.

With the coming of the automobile and the growth of towns and cities to within easy driving distance, the shops and stores began to lose business. In 1915 the grist mill burned down. The other old shops and mills were abandoned and either fell into ruin or were razed. The last time a general store operated was in the 1920's when Miss Frances E. Jones, of Toronto, bought the old Crawford home on the Appleby Line near the bridge over the Twelve Mile Creek and ran a small shop for a few years. After she died the store was eventually torn down and the house renovated. In later years the house was abandoned and fell into such a state of disrepair that it was condemned and taken down. Thus the once thriving community has become only a memory today. Its importance as a lumbering centre is all but forgotten.

Five churches were once within driving distance of Zimmerman. Lowville United and Davidson's were both originally Wesleyan Methodist. Davidson's was a small frame church on the east side of the Appleby Line north of the present Zimmerman United. The building was later used as a barn behind the parsonage but in 1907 it burned down. All that is left is a small deserted cemetery on the Appleby Line near No. 4 sideroad, unused but owned by the Morden family.

The other three churches, Mountain, Bethesda, and Salem are also gone now, but memories of Salem have persisted. This is the church most of the Zimmerman residents attended. It stood on Walker's Line at the No. 2 sideroad until it was purchased by Kilbride residents and taken away to be their Community Hall. The cemetery still stands by the site of the church on land donated by the Bridgeman family and is still used for burials.

Salem Church earned a reputation for its camp meetings, in the 1870's. These revivals were held at many churches in the summer and became very popular before the turn of the century and the invention of the automobile. Salem camp meetings were held at the farm of Burwell Bridgeman. The "Evangelical Witness", a publication of the New Connexion Methodists announced, "Notice is hereby given of a camp meeting to be held on Mr. Bridgeman's farm near Salem Church, Nelson on September 11. Pasturage and stables for horses can be found in the vicinity at reasonable terms. No provision tent on the grounds and no provisions or groceries allowed to be sold on or near the ground on the Sabbath. Single tents $3.50, double $6.00 may be had by applying to Mr. Johnson, Zimmerman Post Office ... horses fed for 25¢ a day."

These meetings lasted a week on end, Thursday to Thursday and apart from the religious benefits they also provided a good camping holiday. Fires used to light many corners of the field at night and the sound of community singing echoed through the valley.

After the union of the Wesleyan and New Connexion Methodists, the Salem congregation joined Bethesda to become Zimmerman Methodist Church in 1882. Services were then held in an abandoned school which was also used for local boxing contests. This unique association was terminated when the congregation built its own church in 1891 at a cost of $2,900. Chairman of the building committee was Burwell Bridgeman. The new church was nearer the centre of the community on the Appleby Line where it still stands. Lowville became a charge, with Zimmerman parsonage located in Lowville. The old Zimmerman parsonage sold in 189[illegible] is now unused and still is on the Bridgeman farm on the old section of the Appleby Line in the Zimmerman Valley.

This brick church was renovated and modernized a few years ago, but the bucket tip-up seats remained there from the time it was built in preference to pews.

Zimmerman is rather isolated by urban standards but Rev. Kenneth Griffiths, minister of the charge said that although the congregation is predominantly rural, more urban residents are coming into the community.

In 1854 the ratepayers of School Section No. 8 secured a site and erected a school house on the bank of the creek near the present church. It was a one-story frame building with a belfry in front. The only

playground was by the roadside or in the forest. There were no "conveniences."

By 1865, the population had increased until there were 80 children crowded into the small school. To meet the situation, a small frame building in the corner of Salem cemetery on Walker's Lane was fitted up and the scholars on the Salem side of the creek went there while those on the other side stayed at Zimmerman on the Appleby Line. In 1872, a school to accommodate all the children was thought desirable. The trustees bought land from Johnson Zimmerman and during the winter the farmers drew gravel. In the spring of 1873 a two-story concrete school was erected complete with belfry and bell to summon the children. Trustees Thomas Watson, James Zimmerman and Nathanial Lamb kept construction costs down to $3,800 but farmers around were concerned about the rise in taxes to $70 on one hundred acres to help pay for the new school.

A reunion in 1895, brought former students from near and afar. Dr Charles Campbell, who came from New York, was appointed chairman of the festivities, and Richard Watson, secretary. It was a day for reminiscences and walks amid the haunts of childhood. Even a baptism was performed when Pastor Ruben Zimmerman, of Toronto, baptized his brother Dr Solomon Zimmerman in the Creek at the foot of the hill, back of the old school house. It is said that in their enthusiasm, one of them nearly drowned.

In 1929 a committee was formed to have the old school torn down and a new one erected. This one-story brick building was used until a new graded school, Fairview, was built in School Area No. 1. For a time the Zimmerman school was kept open for those wishing to continue to send their children here, but in two years it was forced to close. It has been made into a residential duplex called the Fairview apartments.

This is all that remains of the Zimmerman of old, but residents for a few miles along the Appleby Line and across the sideroads still identify as a group, probably through church associations, and shared memories of the past. Some of the farmers have lived in the area for many years and three farms, those owned by the Bennetts, Bridgemans and Campbells, have been family possessions well over 100 years.

17

Along Dundas Street—Nelson to Tansley

When Governor Simcoe conceived a military highway in 1792 to link York with LaTranche (now London) he may have realized it would open up the interior of Upper Canada. Certainly once it was in use from York to Ancaster in about 1800, settlements built up along it. The stage coach began to run along Dundas St. from Hamilton to Toronto in 1836 and hotels were opened to accommodate the travellers.

One of the early settlements was around the corner of the Guelph Line and Dundas St. and one of the first settlers there was Caleb Hopkins. Caleb and his three brothers settled in Nelson township but Ephraim Hopkins who had also owned land in East Flamboro moved on to Saltfleet. Caleb stayed in Nelson and his house is still standing set back from the north side of Dundas St. a few houses east of the Guelph Line.

Like his father Silas Hopkins who it is said owned land in Aldershot overlooking the bay, Caleb was interested in the area's development, and became a Liberal member of the Upper Canada legislature in Toronto. One of his rivals for that office was John Wetenhall and both he and Hopkins were on Nelson township council in the first days of its existence.

As more settlers came to live near the Guelph Line, Dundas Street intersection the community became large enough to deserve a name of its own which Caleb Hopkins supplied. He called it Hannahsville in honour of his wife Hannah. The 1877 Atlas stated that the name was changed to Nelson Village after the post office was established there. This, however, was in 1835 and as late as 1870 a registered plan of the area with small building lots mapped out still referred to the settlement as Hannahsville. Common usage dies hard and it was probably many years before the new name was accepted.

The early settlers came to Nelson with high hopes. An English day labourer Thomas Hunt settled in Nelson where he and his brothers had bought land. He wrote an encouraging letter home.

'We are in a good country for poor folks,' he said. 'We have plenty of good fire and grog. We make our own sugar, our own soap and candles

THE IRELAND HOME — BUILT BETWEEN 1835–1837

and bake good light bread. We shall never want for water or timber. We have several adjoining houses, chiefly English people. We can raise up a good house in a little while at little expense. It is called the healthiest place in Upper Canada. They that think to work may do well.

Joseph Barney settled in Nelson after fighting in the War of 1812 and using his trade of ship's carpenter to help build a bridge across the gap at Burlington Heights. Colonel William Chisholm was another War of 1812 veteran who settled on a Nelson farm in 1816. He built up a large mercantile business as well as his farm and in 1836 was made the first postmaster of Nelson P.O., the second in Ontario. The same year he was made postmaster of Oakville and in 1838 he moved there.

Joseph Ireland came to Canada in 1812 as a regimental officer and was married in Ancaster. In 1824 he bought land near Dundas Street by the Guelph Line and built a house between 1835 and 1837. This structure was patterned from a typical country squire's home and is still standing north of M. M. Robinson High School on the west side of the Guelph Line, still the home of an Ireland, George. It is considered the oldest house in what is now Burlington. The family was prolific and the Ireland name has spread throughout the area.

David R. Springer, son of a pioneer Hamilton family, moved from a farm in the Hamilton area to Nelson in 1835. He was a Justice of the Peace for 33 years. He organized the first agricultural shows in Nelson

and took an active part in the founding of the Provincial Agricultural Association in 1846.

According to the township records there were three inns near the corners of Hannahsville. In 1836 a meeting of the inhabitants of the township was held at the inn of William Chisholm. The council met in B. Nisbitt's Inn in 1852 and for the same year the Ward 2 voting was at Richard Hull's Inn, Hannahsville. Township council met at other inns as well until a proper township hall was built in 1855.

The hall, built on land donated by Stephen Atkinson, was [illegible] feet by 120 feet. Mr. Atkinson also donated what was a princely sum for those days, £50. Thereafter the hall was put to many uses, one of which was the agricultural shows. In January 1897 the Literary Society was given permission to hold meetings in the township hall "providing they clean it up after and be responsible for damage."

There was in the early days a school house on the northeast corner of the Guelph Line and Dundas Street. No one today remembers the official name of the school but the children used to call it Ballykill Bay. Nelson's Anglican Church, St. John's, held its first service in the building and Clarkson Freeman, according to the 1877 Atlas "attended the common school a year under the instruction of Thomas Baxter of Nelson". Robert Kerr Chisholm, William Chisholm's son, also received his education in the common school in Nelson before moving to Oakville.

In August 1872 Peter McCulloch sold an acre of land for S.S. No. [illegible] The fine red brick school house was built a little to the north on the eastern side of the Guelph Line. It was used until 1951 but now stands unused. The original trustees were William Davidson, John Gordon and William Richardson.

In 1864 A. C. McCay was instructed by the Nelson township council to "procure plank and other material for a sidewalk from the town hall to the crossroad at the corner and to cause the same to be made." By this time the population was probably about at its peak. The lumber fever was in full swing and the teamsters hauling wood down the Guelph Line to Port Nelson and Wellington Square swelled the town's business, and made it an important stopping place. An old map dated 1855 shows the Guelph Line as a plank road for a portion of its length, mainly around the crossroad which was most heavily travelled. The wooden surface kept the dirt road from becoming a bog in wet weather.

By 1877 as well as the township hall and schoolhouse, there was a distillery, three churches and a hotel, the Nelson House whose proprietor was M. S. Atkinson. This hotel on the southeast corner of the crossroad is still standing today as a private residential dwelling. In 1877 R. D. Ireland and George McKerlie each owned saw-mills and McGowan and Smith and William Cartwright were both carriage-making firms. The general store was run by Thomas Selby in 1877 who also looked after a

NELSON HOUSE—AUGUST 1877

post office and telegraph office on the premises. The other corner also had a store at one time. The brick store on the northwest corner was owned by the Springers for some time but in about 1950 the building burned down. It was replaced by the present store and restaurant. There were blacksmiths over the years, too, and a man named Chamberlain, who owned a water pump repair shop. The children called him "Pumpy".

An 1858 sensation for Nelson was the Milton hanging of a pioneer Nelson farmer. A hero of the War of 1812, he became an alcoholic and shot his daughter. After a five-year prison term, he returned to Nelson and "threw himself headlong into a fresh career of dissipation." Finally in November, 1857, he shot the two women with whom he was living and the newspapers proceeded to have a field day. A minute-by-minute account of the poor man's last hours was printed including his speech on the gallows at 3 p.m. November 30, 1858, in which he warned "Beware of bad company." Everyone in the county who could come, was there to see the hanging. Before daybreak sleighs and wagons were arriving and women appeared to outnumber men. It was said the people "laughed and jested and talked as merrily as if they were come to a wedding instead of a hanging."

As the farming community near Nelson became more populous, the religious needs of the people were met with the creation of churches. The old Methodist church records were apparently destroyed with personal belongings on the death of a former treasurer, David Springer. There were said to be two thriving Methodist congregations in the early part of the 19th century. One of these worshipped in a stone church at the foot of what is now Cedar Springs Road, built and donated by Charles Tuck. The church was later used as a home and has since been demolished.

The other branch built a frame church just forty feet west of where the present building now stands, a little west of the Guelph Line on Dundas Street. Moses McCay, a trustee, deeded in 1850 the acre of land needed for the building, to the trustees, for £5. The trustees, including Mr. McCay himself, were David Pitcher, Isaac Van Norman, John Bastedo, David and Ebenezer Griffin and Justin W. Williams.

This frame church, which boasted a gallery, served until 1869 when the present church was built. During these years the two congregations were friendly until, strangely, the Methodist Union of 1875. It was not long, however, before the local feeling of fellowship triumphed and the congregations banded together into one and closed the branch on the Cedar Springs Road at what had been known as Tuck's corner.

These Nelson churches had always been a part of the Waterdown ministry with the ministers living in Waterdown. In 1925 Nelson became a joint charge with Appleby. In June, 1959, when Appleby United Church's membership had grown large enough to have its own minister, Nelson United Church joined with Palermo. The minister still resides in Palermo and serves the two churches.

The churches of Nelson all suffered a decline in membership, especially severe during the 1920's and 1930's. They managed to survive, however, and now with the growth in residential building bringing houses closer to the Dundas highway or No. 5 Highway as it is known, the churches are hopeful for better days.

The history of St. John's Anglican Church on the No. 5 Highway a little west of the Guelph Line is closely tied in with the Ireland family for it was they who did much to stimulate early interest. The Ireland name is carved on many of the gravestones in the church's graveyard.

In 1835 the farmers around Nelson who had made the arduous journey down to St. Luke's in Wellington Square decided they wanted a church of their own. William Spence, an Irish farmer who had settled at Nelson, obtained an introductory letter from the Archbishop of Dublin to Bishop Stuart of Quebec, there being no Niagara Diocese. With this letter, Spence, Joseph Ireland, and John Wetenhall, went to see the Bishop and were given permission to hold their own services.

The first service was on November 16, 1835, in the old schoolhouse called Ballykill Bay. The minister who served the St. Luke's congregation, Rev. F. Mack, came up to Nelson. In 1836 the group was ready to begin a building program. William McKay was named chairman of the building committee. Once more the Atkinson family donated three-quarters of an acre for a church and cemetery.

The contract was let to John Malcolm, William Grant and Alexander Brown for £340 and the building was dedicated in 1842.

By this time the rector of St. Luke's was Dr. Thomas Greene from Ireland, who continued to travel between the two churches. The pews in the new church were in the contemporary style with gates at each end. They were auctioned to the parishioners and sold for one pound each. Each family in the congregation then had its own pew for which it paid an annual rental. Six pews were free. One of the first donations to the church was a communion service of silver given in 1841 by the Stuart Mission Society. This service is still in use.

In 1890, Nelson joined with Lowville and Nassagaweya after a period of three years being attached to the Waterdown church. During this period one of the ministers was a Rev. Seaman whose son William married Florence Ireland, the sister of George Ireland of the Guelph Line. The ceremony was performed in St. John's Church. The linking with Lowville and Nassagaweya was not too successful due to the long distance between the centres. It was 17 miles which was a considerable drive in the horse and buggy days. Nelson Church was closed about 1895.

In a year-and-a-half there was once more a congregation wanting to use St. John's so a lay reader was procured and services were resumed. The attendance increased enough to justify re-union with St. Luke's in [illegible]. By this time the church building was in a bad state of repair with windows broken, plaster off the walls, the roof leaking. The congregation went to work and made repairs in time for a new opening ceremony. In May 1910, St. John's joined with Palermo and Omagh.

In 1922, when Rev. H. Newton-Smith left the charge, St. John's was again in danger of being closed. Divinity students filled in for a while until the congregation once more joined with that of Grace Church, Waterdown, with which it is still linked today. Centennial celebrations were held in 1942. One of the guest speakers was Rev. William Seaman who had married into the Ireland family.

Farther east along the No. 5 Highway is St. Paul's Presbyterian Church, west of Walker's Line. St. Paul's is the oldest Presbyterian church in the area and one of the oldest congregations. In 1816 Rev. William Jenkins made visits from Scarboro to Hugh McLaren's barn and Bastedo's house where he conducted services. By 1818 Rev. William King was holding services in a house situated to the east of the present church. Within three years this staunch group of British immigrants and Loyalists had built their small church west of the present one.

This congregation was the only one in the Nelson-Tansley district to have had its own minister. This was partly due to circumstances and the fortuitous arrival of Mr. King. This energetic man of God purchased a farm soon after his arrival in Canada and this became his headquarters. The farmers around could afford to pay a minister very little so the

profits from the farm kept the King family supported for the next thirty years.

During this period Mr. King started services in Waterdown and travelled into outlying areas, baptizing, marrying, and burying. In 1862, he retired, and died at the age of 69. He was buried at the rear of the church in the small cemetery which has been well maintained since about 1820.

The King farm is now owned by the Norton family and is the depot for Burlington's transportation system, the C. H. Norton Bus Lines.

The first elders of St. Paul's were Gilbert Bastedo, William McKerlie and Hugh Green, soon after joined by Neil Johnson. The congregation of St. Paul's outgrew the first little church which began to show signs of age. In February, 1868, at a cost of $1,500, a new brick church was completed, much of the construction work being done by the parishioners themselves. In 1877, on reorganization of charges after Presbyterian church union St. Paul's joined with Kilbride.

In 1883 St. Paul's separated from the Kilbride circuit and became attached to Knox Church in Burlington until 1894. At this time St. Paul's "teamed" with another Knox, the one at the "Sixteen". Today still another Knox, in Waterdown, shares its minister with St. Paul's. The Tansley manse of St. Paul's, no longer needed, was torn down in 1964 to make room for railway expansion.

At Tansley, which is the area just west of the Town Line on the No. 5 Highway, a community grew up around the waterpower of the Twelve Mile Creek. A mill was built which probably attracted the early settlers. In 1877 the mill was still operating but by the turn of the century it had been abandoned.

The small village, like Hannahsville, had its own name, St. Ann's, which died hard. It is not known when the name was officially changed but it must have been between 1881 and 1890 according to local residents. Apparently there had been confusion with a St. Anne near St. Catharines. The man who kept the post office at the Nelson St. Ann's, so they say, was a Mr. Tansley so his name was used for the postal address.

By 1890 the postmaster was John Bunton. Like the Aldershot Sinclairs, and the Burlington Pearts, the Bunton family passed the job along, first to Mrs. Bunton after John's death, and then to Emma, a daughter. Another daughter, Beatrice, recalled the postmaster's salary based on revenue received was $24 in 1901. By the time the post office closed to make way for rural delivery from Freeman, the sum was $100 a year.

At the turn of the century, the mail carrier lived at Zimmerman where he picked up the mail, then arrived at Tansley at 8 a.m. From there he went to Nelson and on to Burlington Junction at Freeman.

The mail was put on the early train about 7 a.m. The carrier would arrive back at Tansley with the incoming mail between 1 and 2 p.m.

The area was comparatively well populated in the latter decades of the 19th century with a cluster of houses near the creek. A hall of the Grange of the Patrons of Husbandry was located on the west side of the Appleby Line just north of the intersection with Dundas Street. It was a tall building of two storeys and dances were held upstairs. These granges were a type of farmers' co-operative society which bought goods in bulk for its members.

As well as serving as postmaster John Buxton also ran a hotel for a few years in his eleven-room house, in the 1890's. There was a beverage room in the front downstairs and after Mr Buxton gave this up, the family continued to serve meals for a while and take overnight guests.

An amusing story is told of the days when John Buxton was postmaster and barkeeper. The Presbyterian minister thought the Buxton establishment was a dreadful sinful place and he felt it unthinkable that the government should have the post office there. He wrote to the Postmaster General complaining that the atmosphere was so bad that he wouldn't set foot in the place himself—but had to send the hired girl instead.

St Ann's was the stop on the stage coach route before the Trafalgar stop at the Sixteen Mile Creek. These creeks posed a transportation problem which was solved at the Twelve by a small bridge at the bottom of the river's bank. Residents of the area remember how as children they used to sleighride down the west bank of the creek which was not so steep. The road wound down into the ravine and across a small iron bridge at the bottom.

When the first bridge was built is not certain, but an item in Nelson township minutes notes work done on it in February 1850 when "George Vanfleet was paid £26 10s., being the amount due him upon his contract for repairing the bridge across the Twelve Mile Creek on Dundas Street." In November 1850 William Buxton was paid £1 8s. 7½d. for labour performed on the Twelve bridge. His son, John, who counted pathmaster among his many duties, was paid $63.25 for repairs to the bridge and hill at St Ann's.

By the end of World War 1 when many projects were being undertaken the Ontario Department of Highways realized the old bridge was outmoded. The next year the annual report of the Department of Public Highways included this item. 1919 the Tansley Bridge over the Twelve Mile Creek in Halton County on Dundas Street in the township of Nelson was erected at a cost of approximately $115,000. This bridge has a maximum height of 98 feet above the creek bed, concrete abutments, and four piers, has a steel superstructure 542.5 feet in length and concrete floor 20 feet in width.

Over the years there have been three schools at Tansley. The first has passed unrecorded into the limbo of the past but Beatrice Bunton has memories of the second and third. The second school, S.S. No. 7, on the south side of the No. 5 Highway just west of Appleby Line, was a large two-storey building made of concrete plastered over a wood frame and marked to resemble blocks as was the fashion in those days. The boys used to pick pieces of the cement out. The large second floor room with a yellow blackboard was not being used by the turn of the century except on rainy days when it was a good place to play at recess.

The third school of brick is very familiar to Miss Bunton who taught there from 1925 to 1939. It was a one-room school made of brick and in Miss Bunton's time heated with a wood-burning Waterbury heater. This building is still standing but no longer used as a school.

Among the early immigrants to Tansley were the Emersons. When they were sailing to America their ship was wrecked in a wild storm off the east coast. The whole family perished except the father and young John who lost three of his toes which were frostbitten in the sea. Father and son settled at St. Ann's.

A later generation of Emersons was noted for its ice-cream. It was made in Emersons' farmhouse south of Dundas Street on what is now Orchard Road. Motorists used to line the long lane to the house to purchase the delicacy. In the early 1950's the family bought a piece of land on No. 5 Highway and put up a small frame building to dispense the product. The ice-cream was made in the basement in a big wooden tub-freezer turned by a gas engine. Thick cream was used with fresh fruit for flavouring. In 1948, Emerson Colling bought the business, and operates a variety store on the site.

Jim Emerson ran a popular ice-cream parlor in Burlington on Brant St. in the days of the First World War.

A link with the past of the area is an old cemetery west of Colling's store, marked on the 1877 Atlas. The land is privately owned and no longer used for burials.

18

Appleby, The Disappearance of a Community

Just a decade ago, Appleby was a hamlet at the intersection of Appleby Line and the Queen Elizabeth Way. There was a public school, a post office, a church, a house formerly an hotel, a blacksmith shop, the home of the veterinarian, the teacher's house and a community hall.

Appleby, however, was more than a hamlet. It was really the community made up of the four sections of land which went out from the post-office, school and church. It is almost certain that Appleby received its name from the village in England, since several of its pioneers, Thomas Atkinson, Thomas Alton, and the Fothergills came from Appleby in Westmoreland, England.

One of the first settlers was a Miss Stringer in 1809 who obtained a Crown deed and settled on the farm at the Trafalgar and Middle Road corner. When United Empire Loyalist Isaac Van Norman came in 1810 and built his home, there was only one other house between it and Burlington Heights.

In 1816 Thomas Alton came from England and the Breckons came in 1850. Other familiar names from the early days were Blanchards, Clines, Lucas, Dynes and Cotters. Most of the early settlers were from the British Isles, especially England, although some were Pennsylvania Dutch. One family who came to Appleby Line in more recent years were the Richardsons. Mrs. Joseph Richardson attended school in Appleby, England and her family later studied at the public school here at Appleby.

One of the early roads in this area was an old Indian trail just below the ridge which was the ancient shoreline of Lake Ontario. In 1806 the Middle Road was surveyed and eventually built in 1856, later to become the modern Queen Elizabeth Way built in 1936.

Interest in the area was shown by the planning for the first railroad. Work began in 1847 on the Great Western Railroad (now CNR) and took seven years to complete. This opened new vistas for trade and industry plus faster mail service.

Appleby Post Office was established February 6, 1857, with Thomas Atkinson as first postmaster. Mail was carried from Wellington Square to Nelson and Zimmerman and then down the Appleby Line. It started as a twice-a-week delivery and later the service was extended to three times a week. Previous to 1857, mail was available at Nelson, coming by stage coach in the winter and by boat in summer. The G.T.R. set up a flag station on the Appleby Line in 1870 and in later years the Prescott family looked after the post office until the establishment of rural mail in 1915.

In the days when teaming of lumber and grain was carried on, blacksmiths performed a useful service and at one time there were four busy blacksmith shops in the area. The community also had saw mills or grist mills on practically every creek, and taverns were built at many cross roads.

Early pioneers in the Appleby area lost no time in making provision for their religious and educational needs. Previous to 1846, there were two schools, one at the Nelson-Trafalgar town line and the other on the Edwin Blanchard farm. These both were replaced in 1846 when a school was built on the northeast corner of Appleby Line and the Middle Road. The brick building which was later constructed in its place in 1869 and called S.S. No. 8 Nelson, is the one which was torn down almost a century later to make way for the North Service Road.

The early Appleby School area extended from the lake shore north to the Upper Concession (Upper Middle Road) and from Walker's Line to the Nelson-Trafalgar town line. Children from the Trafalgar side of the line also attended this school.

In 1918 the new [illegible] school was built between the lake and Lower Concession (New Street) on Walker's Line. Children were directed to the school section in which they lived and a small fee was charged those attending Appleby School from outside the section.

There was great rivalry between the teachers of the schools at Appleby and Bronte in seeing who would pass the most pupils at entrance examination time.

First religious services in the community were Methodist meetings held at the home of Isaac Van Norman as early as 1824. Neighbours met at the call of a conch-shell horn which could be heard for five miles, when the "saddlebag preacher" had arrived, regardless of day or hour. This sometimes caused problems on a working day when he ran the risk of his voice being drowned out by the buzz of the nearby saw-mill on the Van Norman farm.

The Van Normans were a typical pioneering family who built their home out of bushland, after acquiring a Crown deed to 200 acres in 1810. Isaac built a saw-mill which was powered from a stream running

VILLAGE OF APPLEBY—ABOUT 1946

through his farm. Neighbours brought their logs to him and took home lumber for their homes and barns.

The Van Norman daughter, Jane, was the first woman in Upper Canada to earn a Bachelor of Arts degree and she later taught in the Burlington Ladies Academy, Hamilton, founded by her brother, Daniel. She married Aaron D. Emery and religious services held in their home at Aldershot led to the founding of East Plains United Church. Great grandchildren of this marriage still reside in Burlington.

Mr. Van Norman was eminently suited to become the lay preacher at Appleby and he warmly welcomed the horse-riding ministers who usually visited every month. One of the first preachers to brave the wilds in this area was Rev. Egerton Ryerson who later became the founder of the public school system in Ontario.

Some years after services began in his home, Mr. Van Norman built a small frame church on his property, just opposite the old Mount Vernon cemetery, not far from the one on Appleby Line. In one corner there are buried the men who died of dysentery while building the tracks for the Great Western Railway in 1854.

Foreseeing the growth to come, a larger brick church was built in 1846 on the west side of Appleby Line just south of the Middle Road. The ladies gained quite a reputation for their chicken dinners, and when the railroad was built, people would come by train from Hamilton and Oakville to be met by local farmers who drove them in wagons to the church suppers.

The first Sunday School, an auxiliary to the Wesleyan Methodists, was started in 1839, in the log school on the Mathewman farm at Middle Road and the Town Line. It was called the Nelson Middle Road Sunday School Society and early officers were John Lucas, Aaron D. Emory, W. Van Norman, Benjamin Mathewman, James Teeple and John Erickson. A membership fee of two shillings and six-pence was subscribed by each pupil.

In 1900 when Rev. G. K. Bradshaw was pastor, a new larger church was erected on the Middle Road and this in turn had to be torn down when the Queen Elizabeth Way overpass and service roads were built in 1958. The congregation voted to rebuild in a more populated area and the result was the modern Appleby United Church, constructed in the heart of the Shoreacres survey on Spruce Avenue.

Only a small pile of rubble and a thorny hedge mark the place where the former church once stood. Only old-timers are nostalgic about the corner of Appleby Line and the QEW, once the hub of a busy farm community.

19

Aldershot

Now part of the Town of Burlington, Aldershot, although never an incorporated village, always had a strong sense of identity. Its boundaries were somewhat sketchy and even as late as 1965 Hamilton and Burlington were not sure of Aldershot's western border. In that year a heavy piece of equipment went through the Valley Inn bridge. The bordering municipalities debated which should pay for the damage. It was finally determined the bridge was about 250 feet outside Burlington's boundary and Hamilton and West Flamboro were left to argue it out.

Aldershot 'on the Plain' attracted the earliest settlers to the bay region. David Fonger settled in 1788 on the Indian trail which ran from the boundary of the Mississauga Indian reserve to Burlington Heights and called Centre Road by Augustus Jones. Fonger's land on Lot 5 Concession 1 which later became the Emery and Gallagher farms was purchased from Lt. Alex MacDonel. David Fonger Jr. settled in Aldershot in 1850. The Fonger family cemetery was on the site of St. Matthew's Church, across from their home.

Another of the first settlers was George Chisholm, a Scot who emigrated to New York in 1775. After the Revolutionary War he settled in Niagara and in 1794 came to the shore of Burlington Bay.

In 1791 William Applegarth arrived from England and settled on a Crown grant at 'Oaklands'. His farm stretched from east of the present LaSalle Park Road to west of the present Dominion store and down to the Bay front. The first grist mill was built by William Applegarth in Hidden Valley in 1809 when salmon abounded in his stream. The mill was destroyed by fire in 1812 and re-built. The second shared the same fate as the first but a third mill lasted until it fell into decay in recent years.

One of the houses on the estate became a cheese factory and in later years was the home of the Crouchley family. A second large dwelling was erected at Oaklands by John Fuller, son of the first Anglican Bishop of Niagara who had bought the Applegarth farm. In 1874 the gate house was put up at the entrance to the estate, and later razed with other of the estate buildings to make way for a shopping plaza of modern times.

In 1806 Colonel Brown, an agent for the North Western Fur Traders Company in York, bought several hundred acres in Waterdown Heights. His grandson Alex married Sarah Applegarth granddaughter of William. Her grandfather divided his estate keeping Oaklands as the homestead and the land from Oaklands to the present St. Matthew's Church became known as the Brown property.

In the late 1840's Brown built the wharf named after him and stacked cord-wood there for the lake steamers to pick up. As early as 1820 Ebenezer Griffin, a Waterdown miller, used the bay to ship his flour on the first lap of its journey to wholesale houses in Montreal and Quebec. A generation later Brown's wharf was handling the grain trade of his sons who sold not only to nearby markets but those in the distant Maritimes. Woollen goods were shipped from the Griffin carding mills, one of the first to be equipped with a double set carding machine. Stone from the quarries of Waterdown was another export. One of the last shipments from the wharf was 15,000 to 20,000 barrels of apples in 1897. As with any port the presence of the sailors made necessary a tavern and a bakery and their proprietors did a big business while the boom was on.

Alex Brown whose home was where LaSalle Park pavilion now stands, was, along with his father-in-law William Applegarth, a commissioner of the Burlington Beach canal project from 1823 to 1832.

Adam Fergusson settled in the Aldershot-Waterdown vicinity to the north in 1792 and in the 1840's the Gallagher family moved there. It was not until 1879 that John Gallagher and his wife Mary Simpson, descendant of the Simpsons who first settled the Kilbride district, moved to the first dirt road, which was called Plains Road by then.

John Gallagher's eldest son, Richard, married and moved to live in Hamilton where he founded Canada Business College. A younger son, George, stayed on the farm with his father. The farm consisted of 100 acres when John Gallagher purchased it from David Fonger. He raised cattle and planted a fine apple orchard on the front of the property. Some of the trees are still standing.

In 1910, George Gallagher, his son, purchased an additional 66 acres from the Johnson family and raised cattle and pigs and branched into market gardening and fruit farming. His sons Howard, Gordon, Percy and Norman took their place in the management of the farm and planted more fruit trees. From 1925 to 1935 four apple orchards of some 2,250 trees were set out, as well as 200 cherry trees and a large vineyard. On September 17, 1927, 250 growers from all over Ontario gathered at the farm to see the results of scientific apple growing. Melon growing became one of the farm's specialties and one week in August 1931 two thousand 20-quart baskets of melons were picked and packed daily for shipment to Winnipeg, Montreal, and Toronto.

In 1961 the Department of Highways purchased 16 acres of the Gallagher farm to build the 403 Highway. In 1962 the C.N.R. purchased 50 acres of land which included the cherry orchards and vineyard to build additional railroad facilities. In 1963, the Tudor Manufacturing Company purchased the Courtland apple orchard for their factory site. Cuna Mutual Insurance Society purchased another of the apple orchards for its Canadian headquarters building and close by Plains Road, Percy Gallagher opened the White Oaks residential survey.

The Charles C. King property, "Crown Farm," ran from Campbell's Corners (King Road and Q.E.W.) to the bay. The homestead still stands on King Road opposite Greenwood Drive. A few years prior to Charles King's death in 1919, an acreage was sold to developer W. D. Flatt for a residential survey and at this time the King family cemetery was moved to Greenwood Cemetery.

The Long family was related to the Kings through the marriage of George Long and Emma King in 1884. Longs operated a dairy on their land and later Harry Long, who was a Reeve of East Flamboro, turned to market gardening. The Long Acres subdivision was carved from the Long farm.

The route down King Road, east along Greenwood and down to the beach was once called the "sand strip." Old timers remembered a narrow gauge railway which ran along the strip from a quarry up beyond Campbell's Corners. During that time Greenwood Drive was the north shore road before the No. 2 Highway was put in.

The tip of land at West Aldershot pointing southward into the Bay was a part of 40 acres of land purchased by Peter Carroll, a land surveyor and road builder. After his marriage in 1855, he began to build a baronial castle overlooking the bay. When completed, Rock Bay mansion was all he had dreamed of and he and his wife, dubbed "Lady Carroll," lived there with servants to care for them. Carroll was one of the first to succeed in growing peaches outdoors in Ontario. Besides his farming interests he was kept busy as a director of the Great Western Railway and a member of the board of the Gore Bank. He was defeated in two attempts to be elected as a Tory member of the Assembly.

The Carrolls left no heirs and eventually the deserted mansion was destroyed by fire. On the estate today is Woodland Cemetery and the name is carried on in Carroll's Point, the wooded peninsula at the end of the Bay.

Charles Scheer lived in the gate house of the Carroll estate. He worked for the Wanzer Sewing Machine Company at Hamilton and he and his wife also worked for the Carrolls. Scheer purchased two acres of land in West Aldershot, part of the Hendrie estate and on this small plot went into market gardening. He bought more land farther east, from the Schuan family. He was one of the first farmers to develop and grow the salmon flesh cantaloupes for which Aldershot became famous. Three of the Scheer family homes are still standing, one at 102 Plains Road east, across from the Emury's Market, a second occupied by Duncan Fraser Ltd., on Plains Road, and a third, serving now as apartments on the north side of Plains Road opposite Filmandale.

Early settlers were Peter Smoke and his family who moved to West Aldershot when Plains Road was a trail through the woods. Smoke carried grain in saddlebags to the Applegarth mill to be ground.

Jacob Filman, who had come with his family to Ancaster from Pennsylvania between 1776 and 1780, settled his son, Capt. James Conrad Filman, about 1858, on land stretching from Indian Point over to King Road. Where King Road meets North Shore Boulevard, his son John built a large home "Willowbank" in 1883. The intersection was known as Filman's Corners and the house later served as a dining establishment. It was destroyed by fire on February 25, 1963. A number of Filman family homes are still standing, surrounded by "Birdland" bungalows.

The street names in "Birdland", Finch, Lark, Tanager, Oriole, etc., are quite in keeping with the Filmans' love of feathered creatures. In a ravine just east of Shoreview Road, the family had dammed up a creek to form a pond which was a bird sanctuary beloved by all.

Giles Gorton Unsworth in 1848 bought land west of the Applegarth farm, north of Plains Road. His son, Richard, was a teacher in Nelson's S.S. No. 2 (now Lakeshore School). A younger son, Albert, operated a small knitting business. The building is on the north side of Plains Road, just east of Unsworth Avenue. Albert moved away but his son, George stayed on in Aldershot, purchased property across from his father's home and built small greenhouses about 1900. Between 1915 and 1940, six large greenhouses were constructed. Today there are three acres under glass.

At the foot of Unsworth Avenue, on the Bay shore, is a building used as a powder magazine in the latter part of the 19th century. Of solid brick, it was converted to a residence and is used as such today.

Robert Smiley came in 1855 and resided at the foot of the hill by Brown's wharf. The family later lived on a rise of ground 300 yards from Plains Road, across from the present Towers store. The house was later moved nearer the road to its present location. The farm, a 60-acre plot, now forms part of Hidden Valley Park. Robert Smiley was on the school board when S.S. No. 1, East Flamboro, was built at Smiley's side road (now Howard Road) and he donated part of his farm as the school site. His son, Joseph, was reeve of East Flamboro in 1911 and secretary-treasurer for nine years.

In 1881 Henry Bessanger, of German descent, bought 40 acres north of Aldershot Corners at the C.N.R. tracks, on the west side of Waterdown

Road. He drove to the market at Guelph to sell his produce and was one of the first farmers to hire Indians from the reservation near Brantford as summer help.

With his son Roy, Henry Blessinger operated a coal business in the winter from the C.N.R. Station. Henry's half-sister, Carolyn Fox, taught at Lemonville (now Howard) Road school and became the third wife of C. W. S. Johnson, the author of the song, "When You and I Were Young, Maggie". Lemonville Road got its name from Thomas Lemon of Lynden, who bought 86 acres, including the Smiley land, for a fruit and vegetable farm. Part of the farm later was sold to the Department of Highways for the building of the 403.

Aaron Emery came to Aldershot from Appleby where he was favorably known to the Van Norman family, being a staunch member of the Methodist group there. A widower, one of whose daughters became Mrs. Thomas Easterbrook, Aaron fell in love with Jane Van Norman, Isaac's daughter. She taught at Burlington Academy in Hamilton founded by her brother, where incidentally one of Aaron's daughters was a student. After their marriage, Aaron and Jane purchased land from the Fongers, a part of which is now included in the White Oaks survey. Members of the family, W. A. Emery and his son, Russell, operated the farm and later the highway market. In 1930 Russell Emery became Warden of Wentworth county, an office held in 1908 by his father.

Russell and W. A. Emery participated in an experiment a few years after the Boer War ended. They along with Walter and John Horne decided to export apples to South Africa.

When the first shipment went astray, they determined to make sure there was no trouble with the next, so along with the apples went Mr. and Mrs. W. A. Emery and Russell, and Walter and John Horne. This venture was believed to be the first time Canadian apples had been exported.

The Hornes were descended from the George Horne family who came from England in 1875 and settled on Plains Road. The sons, Walter and John, developed a successful fruit farm. Walter, who was treasurer of East Plains Church for 42 years, built his home east of where the Busy Bee Supermarket now stands. The farm site of the Godwins "Maplehurst," was of the Hornes, held 6,000 fruit trees. Part of it today constitutes the fairways of the Burlington Golf Course, and the Horne farm also has contributed some of its acres to make the beautiful course possible.

When the Fuller estate was disposed of about 1899, part of the farm was purchased by Otto Schoan, a descendant of William Schoan, who had settled in the Waterdown area from Germany in 1861. These 20 acres Otto Schoan turned into a successful market garden where he developed the famous Hamilton Market Hot Pepper. He also specialized

in early varieties of tomatoes and was once host to a delegation from New York Agricultural College who were interested in studying his agricultural methods.

The other section of the Fuller farm, including Oaklands, was purchased by Thomas B. Townsend of Hamilton, an engineer, who had helped to rebuild the High Level bridge. Oaklands was one of the few houses which boasted plumbing. The Townsends did not occupy it at first and vandals wrought a great deal of havoc before the owners moved in. Thomas Townsend's son was a Waterdown coal dealer who built his home on a hill overlooking Hidden Valley.

The family of Nathaniel Scott lived at Oaklands in the original Applegarth home. Lily Scott who took up market gardening after her husband's death played an active part in local community affairs. She was one of the first women to attend local political meetings. Her son, R. L. Scott, returning from World War I, set up the Aldershot Distributing Company and cold storage plant.

The Wyatt family, who founded St. Matthew's Church, came from England in 1845. Herberton House, 104 Townsend Avenue East, was the family home. Initially a lovely dwelling, the house was turned into a duplex and the circular staircase altered. The place is being returned to its original elegance by the Scholes family who have secured the original floor plan to guide their restoration efforts.

Capt. William Hall came from Burlington in 1878, forsaking the lakes for a farm near the corner of Filmandale and Plains Road. A motel is on former Hall land.

Job's Lane is named for the family of John S. Job who settled in that vicinity in 1860. John R. Job farmed on land west of Campbell's Corners. The Walter B. Job Ltd. feed business on Plains Road was started in 1928.

Campbell's Corners is a misnomer. Once at that spot, there was a sign, "Campbellville Village Inn", with an arrow pointing east. In time the sign became broken and only the word "Campbell" was left. Bus drivers would call out "Campbell's Corners" and the name stuck.

The Easterbrook family home, "Inverness", is near the north-east corner. Thomas Easterbrook came to Aldershot in 1859 after settling in Canada in 1831 from England. His brother, William, had the toll gate at Campbell's Corners. Thomas was married twice and had two families. Among his descendants are Pearts, Searles, Lambsheads, Jobs, and Smiths.

The Easterbrooks had two brickyards and two saw-mills. Clay used for making bricks is still available. Another brickyard, on the south side of the highway was owned by William Gibbe. His son, Tommy, was a non-conformist. He dressed strangely and lived in a hut on the Bay shore just west of Burlington. Boys skipped school to visit him and hear his [illegible]. He earned a living by digging drains. It is related that when he started the day's work, he would toss the loaf of bread for his lunch ahead of him and where it landed would mark the spot where he would cease from his morning's labours.

The western stretches of Aldershot once embraced the Hendrie farm. The old outlet from Cootes Paradise to the Bay was at the foot of the Hendrie property, not at the High Level Bridge where it is now. William Hendrie and Daniel C. Flatt were the first to raise Holstein cattle in Wentworth county. From there the Hendries went on to raise purebred racing horses, among them Martimas and Lyddite, winner of the first King's Plate in 1901.

Eddie Whyte worked at the Hendrie stables as a boy before the turn of the century. He became their horse trainer and in the 25 years of his career gained a reputation as one of the best trainers in North America. He lived on Unsworth Road. Whyte's efforts were crowned with the achievements of Martimas, born in 1896, whose winnings totaled $52,000. A stone to Martimas' memory is in the garden of 1092 Unsworth Avenue N., once the Hendrie summer residence.

The Hendrie's groundsman's home at 1064 Unsworth Avenue has been enlarged and is occupied by the family of Leslie Laking, director of the Royal Botanical Gardens. The jockey's house was moved in two sections from Plains Road. One half is on Patricia Drive, at the foot of Gordon Avenue, and the other is to the west, on Patricia.

The Hendrie family founded Hendrie Cartage in Hamilton and a son of William Sr., Sir John S. Hendrie, was mayor of Hamilton and lieutenant-governor of Ontario.

In September 193[illegible], 122 acres of Valley Farm were presented by George M. Hendrie to the city of Hamilton as a park, in memory of his father, William, and his four brothers. The land was turned over to the Royal Botanical Gardens to become Hendrie Park and part of it, opposite the administration building, is now the Centennial Rose Garden. The ornate Hendrie Gates, designed by Fred J. Flatman, were dedicated Tuesday, October 12, 1954, and are an outstanding contribution to the park at the sweeping highway curve.

When Hamilton consisted of little more than a blacksmith shop and a few buildings, Daniel Freeman Sovereign settled in Aldershot on a Crown grant as a United Empire Loyalist at the time of the American Revolutionary War. His ancestors had emigrated to America about the middle of the 18th century. The original Sovereign homestead was torn down to make way for the Queen Elizabeth Way but a later Sovereign dwelling is the home of Earl Sovereign at 1176 Plains Road east.

West of this home, next to the 1017 Plains Road home of Ross Peart, is a brick wall overlooking the highway. Behind it is the Union

burial grounds, established in 1848. Ten families started the small cemetery on land owned by Ashael Davis. These early settlers were, Tom Baxter, Joshua Kerns, Jacob Fisher, Charles C. and Gilbert Davis, sons of Ashael Davis, George Ghent, Ashael Gage, James Gage and David Ghent. Other well-known families came later, Cummings, Pearts, Fosters and Crosbys.

There are still other old Aldershot families whose names should be remembered, the Cutters, the Hopcotts, the Manns, the Bowens, the Vyses, Haywards and Bullocks. A few farmers still remain but in the southern section of Aldershot the land is becoming occupied by homes and Plains Road is lined with commercial establishments. The beauty that once was, is known no more.

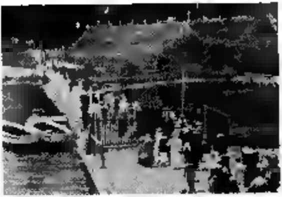
Aldershot had its share of amusement parks on the bay. The earliest was the Bayview operated by George Midwinter and later by Matthew Ryan. The park, begun in the 1880's, flourished for many years. Situated at Rock Bay where the Carrolls once lived, it was reached from Hamilton by steamer. For many years the "Lillie", the "Shamrock" or the "Maggie Mason" made frequent trips each day in the summer with crowds of fun-seekers.

The park on the embankment over 90 feet above the bay was reached by a small incline railway with two cars powered by a steam engine at the top of the bank. The more energetic could walk up one of the two stairways.

The merry-go-round was turned with a hand crank by an ex-sailor named Judd. There was a roller skating rink and the Bayview Brass Band accompanied the skating and dancing in the days before "canned music." Track and field sports were held and there were swings for young lovers and the small fry.

The Bayview Hotel housed a winter and summer bar, a pool-room, restaurant, candy store and ice-cream parlour. There were four bedrooms in the large section of the hotel and two summer houses, one overlooking the bay for dining. The great days passed, the Incline fell into decay and eventually the Bayview was forgotten. Wabasso Park to the east became the place to go.

The land for this park was purchased by the Hamilton Parks Board of Management in 1912 and developed over a period of ten years. A pavilion was put up in 1918 looking just as it does today. A bathing house was constructed in 1922, an attractive functional building which later burned down. The ruins still stand down by the bay partially covered by underbrush. Several other buildings were constructed along with a dock, roller coaster and ferris wheel. Baseball diamonds, picnic facilities and pleasure walks were other attractions. Thousands would attend picnics and outings, arriving by car and boat. Tours and ferry services were offered by Canada Steamship Lines.



AWAITING THE MACASSA ON WABASSO DOCK

Wabasso Park's name was changed in 1925, when the Wentworth Historical Society erected a plaque to commemorate the landing of Sieur de LaSalle, the French explorer. In later years LaSalle Park, once one of southern Ontario's finest picnic and recreational grounds, ceased to attract. The ferris wheel and roller coaster were taken down and the pavilion stood idle and forlorn. A second monument stands in the park. It is a First World War cannon placed to overlook Hamilton Harbour. It provides a perch for climbing children who also enjoy splashing in the park's large wading pool.

Plains Road, running through Aldershot, was once the Hamilton-Nelson toll road. Toll gates were set up at the Valley Inn, at Unsworth's, at Easterbrook's and on Waterdown Road. In the early days, when travel was by stage coach or horse-drawn vehicles, hotels were spotted at frequent intervals for the weary travellers. Over the years in Aldershot they were at Fenton's Valley Inn; the Bayview House on the south side of Plains Road near the Roman Catholic Cemetery; one by Unsworth Avenue; Kenny's near East Plains United Church rectory; Shorty Briggs at the Bay by LaSalle Park; the Red Light Hotel at Hall's Corners; and the Rockwick Hotel on the Waterdown Road near the Aldershot station.

One of the first businessmen in Aldershot was Robert Sinclair, a custom shoemaker who settled in 1856 at the south-west corner of LaSalle Park Road and Plains Road, known as Aldershot Corners. Across on the south-east corner was a general store and post office and blacksmith shop. Coal oil for the lamps used in those days was stored behind the blacksmith shop. A spark from the forge one day started a fire that destroyed all the buildings on the corner.

The post office at Aldershot opened in December 1855, and the first postmaster was Alex Brown. One of the postmasters was listed as J. Roderick and in October 1896 when George Sinclair, son of Robert, took on the task it was the beginning of a family tradition. George's son Bruce was postmaster until 1956 when he joined the staff of the Burlington post office. When Bruce left, Jean, his sister, took over the work.

About 1913 a new building was put up on the north-east corner as the Aldershot Post Office and general store. It was remodelled into a drug store and eventually occupied by Fred Hoffman. In 1960 he sold it to Carl Rudolph who operated a variety store there. The Royal Bank which has a modern new branch east of "Rudy's" also began in this corner store using a part of it a few days a week. The bank later built a small frame building on the site of its present establishment and the cash was transported back and forth between Hamilton and Aldershot.

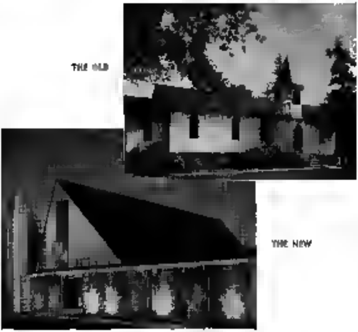
Across the road a row of modern stores just east of the south-east corner was built about 1958 and extended the next year to include a drug store. The south-west corner, known as Joe's Place, was a stage coach stop. The renovated building continued to house small businesses until January 1964 when it burned down. The site is now a part of the property of Aldershot Contractors Equipment, a firm founded by Robert A. Henderson.

The Longmoor Shopping Centre was begun in 1951 west of Campbell's Corners and two years later a post office was opened there.

CHURCHES

Some of the Aldershot houses of worship date back to the early days. The oldest congregation in the area is East Plains United, on Plains Road east. It is believed services began in a log building. The second church was said to have been on the present site of the Busy Bee Supermarket on the south side of Plains Road. The third church was built in 1845 on land donated by Joseph Lyons. This was a frame building with a Sunday School building attached.

In 1858 Aaron Emery organized the Sunday School and was its superintendent for 20 years. His wife, Jane, felt the school should not be stopped in the summer and for three years it was held all year round. In 1892, a brick church was built at a time when there were 77 members. This church was destroyed by fire in 1907. The pulpit carved by W. E. Peart, and a china communion cup used by the original congregation were among the few items saved. The same year a new church was put up at a cost of $9967.



CHURCH OF ST. MATTHEW ON THE PLAINS, ALDERSHOT

In 1956 when a sanctuary and Fellowship Hall were added, the 521 members gave an example of the ecumenical spirit when they accepted the invitation of Holy Rosary Church to use the parish hall for services while the construction was continuing.

A Christian Education complex was completed in 1965 at a cost of $200,000.

Mr. and Mrs. Henry Wyatt, Anglicans, who had settled in Aldershot in 1845, felt the need for a church closer than St. Luke's in Burlington. In 1849 the first gift for their new church came from Lord Rayning in England. The money was invested and bore interest for many years before it was used. Matthew Clark, brother-in-law of Mrs. Wyatt, made two donations which paid for the majority of the cost of the church completed in September 1861 at a cost of $159

The name of the Church of St. Matthew-on-the-Plain may have been used to honour St. Matthew since the church was dedicated the day after St. Matthew's feast day. On the other hand the name of the generous donor Matthew Clark may have inspired the choice. Seats were placed around the walls until pews were installed years later. It was called the Wyatt's Chapel of Ease at first. Until 1915, the church had no foundation and a pot bellied stove provided warmth, and oil lamps the illumination. During 1915-16 a foundation was added, all labour being voluntary.

With the growth of Aldershot, St. Matthew's was faced with the task of meeting the needs of a larger congregation by the 1940's. Percy Gallagher, a local builder, supervised the men of the congregation who built an addition to the church itself along with washrooms, furnace, kitchen, vestry and a parish hall.

In the latest chapter in the St. Matthew's story the historic "white church" has been torn down and a modern structure built at a cost of over $150,000.

A contribution to the building program links the past with the present. The farm of the Wyatts who donated the land for the first church was sold to John F. Read, a retired sea captain. His daughter-in-law, Mrs. Agnes Read, lives next to the church with her son and daughter-in-law. The Reads in 1966 donated the land on which their house stood to make room for the new larger church, requesting only that their home be moved to the east and located on land still next to the church.

West Plains United Church dates back to before 1876 when William Hendrie donated land for a church. The new one-room building on Plains Road was called the Methodist Episcopal church, seated 90. In 1883, when there were 25 members, the name was changed to West Plains Methodist and with church union in 1925 to West Plains United.

The Hendrie estate donated more land and in 1930 the present large brick church was built. It was not, however, until September 1954 that the church had its own minister. Previously the same minister served East and West Plains. In December 1962 sod was turned for the new Christian Education addition which was ready for use the next year. Only part of it is visible from the highway because the structure extends down the bank to the rear overlooking the Hendrie Trails.

Another historic Aldershot congregation is that of Holy Rosary. The Gothic style chapel at Holy Sepulchre Cemetery built in 1889 was once the only Roman Catholic edifice in Aldershot. It was used for burial services and for annual services each November 2. Roman Catholics had to travel to Hamilton to attend services until 1947 when the first regular Masses were held for the 22 families in Aldershot. The year before, nine acres of the Bowen farm had been purchased at Shadeland Avenue and Holy Rosary school erected. The Church services were held in the auditorium and Father Bernard W. Harrigan, former principal of Cathedral

High School, Hamilton, the first pastor, lived in the old Bowen farmhouse.

In 1965 Holy Rosary Church was built to accommodate 450 people and the new rectory blessed May 22, 1958.

The two newest Aldershot churches are Park Avenue and Aldershot Presbyterian. The former began in 1948 with cottage prayer meetings. In 1962, the 120 members worshipped for the first time in their new building, erected at a cost of $150,000. The structure houses a sanctuary seating 470, Sunday School rooms and office facilities, arranged around the central courtyard.

Aldershot Presbyterian, set back from LaSalle Park Road was opened in the spring of 1957. Worship for Presbyterians in Aldershot had begun in May 1955 when Glenview School was used for Sunday afternoon worship.

Education has not been neglected in Aldershot. The first schoolhouse, the Applegarth School, was built on the site of St. Matthew's cemetery in 1881. A second one was located farther east on property which now belongs to East Plains United Church. In 1868, it was decided to unite these institutions and two years later a one-room school, called the finest in a 40-mile radius of Hamilton, materialized. This school at the north-west corner of Plains Road and Howard Road, served the farming community for 45 years until 1915.

In 1912, the area was divided into East Flamboro S.S. No. 1 Maplehurst and No. 2 Fairfield. In September 1912 the new Maplehurst School opened but three months later it burned down and classes had to be held in the basement of East Plains United Church. By spring 1913 Maplehurst was opened again and that fall the newly constructed Fairfield School in west Aldershot received its first students. The "twin" schools each contained four rooms, two unfinished, each school costing $25,000.

In 1923 the second two rooms were completed and utilized. The school population did not increase too rapidly and by 1935 there were only 135 pupils at Fairfield.

In 1945 a four-room addition was built on Fairfield School for $50,000, twice the cost of the original school. The addition was only partially finished inside and was not completed until 1948—at a further cost of $20,000.

At Maplehurst also a four-room addition was built in 1945. In 1955 five more rooms were added and another five in 1956. As building spread eastward, another school was necessary, this time Glenview on Townsend Avenue behind St. Matthew's Church. By 1951 the new school was opened. Marble partitions necessitated by a steel shortage at the time of construction grace some of the washrooms.

Aldershot's first kindergarten teacher was Mrs. J. Horsley who came to Glenview in 1951. Students from Maplehurst attended kindergarten at Glenview until classes were begun at their own school.

In September, 1953, an eight-room addition to Glenview was ready for use, and in 1955 the nine-room King's Road School on Greenwood Drive (then Sand Road) was erected. After amalgamation Glenview witnessed another four-room addition in 1958, and in the same year King's Road had eight rooms added. Public school demand in Aldershot was met for the time being with the building of the six-room Woodview Public School on Flatt Road off Waterdown Road in 1962.

William Stuart was principal of the old school at Plains and Howard Roads for over 30 years. Miss Freda Leathorn taught at Fairfield from 1925 until 1959. Miss Isobel McInnis, well known in musical circles, retired in 1962 after teaching for 40 years at Maplehurst. Under her guidance Maplehurst students excelled in choral work.

Prior to 1961, Aldershot students had attended Waterdown High School. In September, 1961, Aldershot High School, built on Fairwood Place West, was ready to receive the 415 students in grades 9, 10, and 11. The two senior grades continued at Waterdown until the agreement with the Waterdown District High School Board was terminated.

Donald Thomas was the first principal of the school which held its first commencement in November, 1961, for 40 grade 12 graduates.

By 1964 the first grade 13 students were graduated and the school was becoming crowded. The following year a 250-pupil addition was completed with its commercial areas and shops. Aldershot High had become a composite school.

"May the search for truth be our guide" is the school motto. Communications with Aldershot, England, produced a copy of that town's crest. A lion and a crown were used in the high school crest with the addition of a maple leaf for a Canadian touch.

The school was the winner of the F. H. Gilden Memorial trophy at the Hamilton and District Science Fair in 1965-66 after coming second the year before. In Southern Ontario Secondary School Association sports, Aldershot has won at golf, girls' track and field, girls' gymnastics and boys' senior basketball.

Harold McCallum, the former vice-principal of Central, is now principal at Aldershot.

Community activities in Aldershot have been legion over the years. In 1919, the Aldershot Lawn Bowling Club was formed. The club flourished and teams competed in many tournaments. In 1931 the club's present quarters on Shadeland Ave. were built on land made available by George D. Fisman.

A garden club was formed in 1924 and a horticultural society in 1927. The Aldershot Women's Institute was organized March 21, 1950.

The women did war work in World War II and supported many causes. In 1961, with the disappearance of the rural community, the Institute disbanded. Some of the members continued to hold meetings to finish the history of Aldershot they had begun.

A community council was formed in April 1961 with Robert Finlay the first president. It was in this same year that water mains were laid hooking up to the Burlington water supply at Indian Point.

Several boys' ball teams were sponsored, including the champion Aldershot Aces. Halloween parties were sponsored and a library established at St. Matthew's Church. The Teens Canteen was held at Fairfield School and a learn-to-swim programme at Hidden Valley in the summer. The Council's charter was taken over by the Aldershot Property Owners Association after amalgamation.

Kiwanis and Lions Clubs were formed in 1960. Shortly after its inception the Kiwanis Club bought a piece of swamp land on Townsend Avenue and developed it as Kiwanis Park. Both clubs gave large donations to the building fund of the Joseph Brant Memorial Hospital.

The Aldershot Senior Citizens club was formed in 1962 with Joe Walmsley the first president and Roy Freckleton honorary president.

This, then, is Aldershot, large dairy and fruit farms giving way to market gardens, the smaller holdings in turn becoming residential subdivisions, a commercial strip developing along Plains Road and larger industries further to the north. Since amalgamation the area has been linked more and more with Burlington and as services like sewers and street lighting are gradually added, the feeling of being a part of the town will become even stronger. Yet it will be many years before the name Aldershot is forgotten and its residents cease identifying it as a place apart.

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The Three R's

The early pioneers could give little thought to formal education during the years when they were struggling to make a place for themselves in the untamed country. In families where the sons did seek education in order to enter a profession, they often had to travel long distances to find schools.

A biographical sketch of the David Springer family notes that before 1810 the facilities for education were limited, there being no school nearer than Toronto or Fort Erie. Another man, Robert Miller, who was to become reeve of Nelson Township in later years, lived in Zimmerman as a young boy. His biography in the Halton County Atlas states: Schools were not as free or as accessible then (about 1828) as now (1877) and he obtained his education in the Town of Dundas.

A recent history of Dundas mentions that in 1829 Manuel Overfield and James Durand of Dundas, Caleb Hopkins of Hannahsville and Abraham Nelles of Grimsby advertised in the Gore Gazette of Ancaster for a teacher of high school subjects. They subsequently hired Hugh McMahon, an excellent mathematician who also taught languages, and boys came from miles around to attend the high school which was set up in Mr. Overfield's home.

Another early high school located in Hamilton was called the Gore District School and one of its pupils was Reeve Robert Kerr Chisholm of Oakville who was born in Nelson Township in 1818 and attended early classes in the common (public) school at Nelson.

The difficulties of obtaining even an elementary education are recorded in the story of another Halton County man, John Warren of Esquesing, who was seven years old in 1832. His advantages for an education in the early part of his life were limited. For four years after coming to this country from Scotland he was obliged to receive his education at home, until in 1836 a school was commenced in a little log house that had been used as a carpenter's shop, but had been cleared out for the purpose.

A teacher was employed, Mr. Charles Duncan, from Nova Scotia, for three months of teaching in the winter for which each pupil was obliged to pay $1.50. He "boarded round" with the parents of the youths who attended school. Young John attended this gentleman's school for five or six quarters during the winter months and in vacation tried his best to improve his mind by reading what books and literature it was possible to find. He served a good apprenticeship in learning how to swing the axe and the grain cradle and how to drive oxen. These lessons were by necessity the rule, while school education was the exception."

An account of travels across Upper Canada in 1836 mentions the sad lack of interest in education. "Some schoolhouses built by the wayside were shut up for want of schoolmasters; and who that could earn a subsistence in any other way would be a schoolmaster in the wilds of Upper Canada? Ill fed, ill clothed, ill paid or not paid at all . . . boarded at the houses of different farms in turn, some men, mostly Scottish or American, did teach, but were totally unfit for the office they had undertaken. There were no female teachers, except in the towns."

The formal education of girls outside the home was largely ignored in the early days, but United Empire Loyalist Isaac Van Norman was vitally interested in the education of all his children. It was his son who "established a school for the education of young ladies, known in former years as the Burlington Academy. He subsequently went to New York, where he carried on a ladies' school known as the Van Norman Institute".

School attendance was not compulsory and many children started classes when it became convenient for the family or else they attended only in the winter months when their help was not needed on the farm. It is written of one Nelson Township man born in 1849 that "owing to the death of his mother when he was but eight years of age, his education was very indifferently attended to until he was 16, when he entered the County Grammar School." Even though his education began when most boys of today are almost finished high school, this man persevered through university and later became a doctor in Toronto.

Another example of early education in this area is quoted from the Atlas. Around 1840, one boy was sent to classes at an early age but because of the inefficient state of the common school little or no progress was made. One day his father asked him how many rods there were in an acre of land and the boy couldn't answer. The father said "If this is all you have learned in seven years at school, I will teach you how to work on the farm instead." The boy then commenced the pursuit of knowledge under difficulties by driving the team all day with one hand, with his book in the other hand.

"He was then a student in earnest and gave up all his boyhood sports and amusements for that of intense and close application to his books. During one year of self-teaching he made greater progress than the seven years at school. One day he was resting under a shade tree after working in the hot corn fields. His father came along and said 'Is this the way you work? I think you might as well go to school, as you are no good on the farm.' "

This boy was Clarkson Freeman who was graduated as a medical doctor in 1853 and practised for awhile at Lowville, later moving to Milton.

As the scattered communities that make up the present town complex of Burlington grew and prospered, more schools were built, but unfortunately reports of their activities were not preserved. There are records which show that an early school in the Aldershot area was called the Applegarth School, built by one of the early families in 1851. This was located on the site of what is now St. Matthew's Anglican Church cemetery on Plains Road.

If settlers wanted schools, they had to build and maintain them and find a suitable teacher by themselves, since there were no taxes levied for educational purposes. Notes taken at a meeting of ratepayers in 1835 report a discussion on the school situation in lower Nelson Township.

There were no public schools in the Port Nelson Wellington Square district at all, so the ratepayers decided to build one and Peter Fisher, a successful self-educated man himself, was appointed secretary to help draw up plans and raise the necessary funds. He offered one acre on the corner of his Guelph Line farm for the schoolgrounds and made up a subscription list. When the whole amount of £17 had been raised, a log school was built in 1835 at the corner of Guelph Line and the Middle Road (Queen Elizabeth Way). Children from miles around walked to classes at Fishers Corners School.

The log cabin 24 feet square, still stands on the Fisher farm where it was moved after outliving its usefulness as a school. Paul Fisher, whose father attended classes in the log school, says that the desks were placed along the walls on each side of the room with a stool for each child. Girls attended classes with the boys, but the teacher segregated them. Boys sat on one side facing the wall and girls faced the opposite wall. When classes were being taught, each grade in its turn, the children stood at the front of the room while the teacher lectured.

In those days Port Nelson was a busy and prosperous port and some crews from the lake boats spent the winters here. The men were mostly uneducated, so they often enrolled in Fishers Corners School to learn the "three r's" and also to pass the long winter days. When spring came and the navigation season opened, they were gone again.

By 1872 when taxes were being levied to pay for education and the area was divided into school sections, a brick school with arched windows was built on the same spot. This one was formally named S.S. No. 4 Nelson Grove Academy because a bush had been left around it, but people still called it Fishers Corners School for many years. It was on a holiday weekend that the school burned to the ground.

A third and larger school was erected on the same site about 1926. It served the Guelph Line area until the Q.E.W. overpass was built. A large oak tree on the site is the sole reminder of the schoolgrounds which existed there for more than a century. Nearby Glenwood Public School replaced the old one in 1949.

During the years of activity at Fishers Corners, schools were being built in other parts of the township too. Smith's Canadian Gazetteer of 1846 lists 196 common schools in Gore District, Nelson Township had 15, East Flamboro had 7 and neighbouring Trafalgar had 18 schools. The village of Wellington Square had 400 inhabitants in 1846, but the Gazetteer lists no common school here at that time.

There is evidence however, that a school did exist. The Ontario Archives have documents found in 1959 in a boarded-up cupboard at the home of R. A. Carlton, 5461 Lakeshore Road. The papers had apparently been placed there not later than 1870, possibly by Hiram Smith, great-grandfather of Mrs. Carlton, Mrs. John Richardson and Mrs. Wm. Wright of Burlington. Mr. Smith was the first postmaster of Wellington Square in 1856, a partner in business with Andrew Chisholm and later a school trustee.

One of the oldest papers is an account to cover the cost of tuition, pens and ink from September 28, 1842 to January 1, 1843, at the common school. There is a bill for repairs to the Wellington Square schoolhouse seats and many mysterious bills for "window glass and putty".

There is a petition [illegible] from the leading citizens of the village. The Honourable Dominic Daly, Provincial Secretary for Canada West, in reply to the Rev. Thomas Greene, rector of St. Luke's Church, regretted that funds would not permit granting the request since the amount disposable for the Gore District had already been allotted to the hiring of an assistant for the Palermo grammar school.

In the mid 1840's Hiram Smith moved into his new farmhouse just east of Wellington Square. It is known that four children in his family were in a school by 1850 since there is a bill for teaching "Miss Helen, Catherine, Isabel and Master Smith" from "Misses Agnes McIlwraith" plus two shillings for ink, slate and pencils totalling one pound 15 shillings.

In 1851 Hiram Smith was elected trustee at the annual meeting of the householders and ratepayers of School Section No. 2, Nelson Township, an office he held for many years. At the same meeting Richard Unsworth, Junior, pedagogue, was re-appointed schoolmaster "on the same terms as last year"—proof that there were at least two teachers in this neighbourhood. Unsworth was paid one dollar per pupil plus part of the government grant. It was his duty to collect tuition fees in cash or in firewood if money was scarce.

A year later No. 2 Nelson had a new teacher who signed the register "Richard Trotter, Instructor". He graded each child's "Scholarship—Mental and Moral" as "Middling, Tolerably Good or Good". There were 47 scholars on the roll by 1853, and Mr. Unsworth had returned as a "duly qualified teacher holding a first class certificate".

With new qualifications his salary was set at five pounds and two shillings or about $22 per quarter. A motion at the school board meeting in 1854 was carried, requiring that "each scholar shall pay the sum of two shillings and six pence per quarter for the ensuing year, balance to be made up by Government money and assessment on property in said section".

During the next few years there was a succession of teachers at S.S. No. 2 Nelson, some only staying for the six months of their contract, including Elizabeth Ryan, Harriet Bowes, Eliza Wilkins and Marion Brown. When Emily Hatton was hired in 1861 there were 61 children on the roll between the ages of five and 16, but the average roll call was 40 pupils with an attendance of 20, especially during harvest time.

Visits by the local superintendent were the only form of school inspection till 1871 and Rev. Thomas Greene was the township inspector around 1840. A brilliant graduate of Trinity College, he coached many district young men for entrance to University.

The next Inspector, appointed in 1861, was the Rev. Alexander MacLean, pastor of Knox Presbyterian Church.

Hiram Smith's documents enable historians to reconstruct the early days of S.S. No. 2 Nelson (the likely predecessor of Lakeshore Public School) from its misty beginnings up to the end of 1862.

In 1871 Robert Little, principal of the Acton Public School, became the first qualified inspector for Halton County in accordance with a new statute of the Ontario Legislature.

His report to Halton county council in 1875 showed there were 50 schoolhouses and he concluded that "Halton will compare favourably with any county in the Dominion". The total number of pupils enrolled was 5,165 of whom there were 5,722 attending school and the number of teachers was 80.

A by-law was passed by Nelson township in 1871 saying that whenever the increased population of any school section warranted the employment of two teachers during the entire year, the money was to come from the Dog (tax) Fund if the fund had enough in it. That same year Inspector Little reported that in three county schools two teachers were needed, the number of children attending these schools being 194, 124 and 200.

There are no records about the beginning of S.S. No. 1 Nelson, but it is likely that it preceded by a few years, the one on the Lakeshore. It was a small frame building that housed the village school at Wellington

THE OLD CENTRAL SCHOOL—ERECTED 1860

Square and it stood at the corner of Brant and Caroline streets. Later used as a residence it was moved from Brant street a few years ago to make way for a modern structure now occupied by a variety store.

Today Burlington's (Wellington Square's) first school house stands at 296 Appleby Line, a pleasant well-tended home.

The needs of the village eventually outgrew the small school at Brant and Caroline and it was decided to build a larger one. On December 17, 1859, a Mr. Triller donated to the trustees of School Section No. 1 Nelson Township one acre of land, the same property on which Burlington Central Public School now stands. A two-storey brick building was erected which served the community for 52 years.

In 1860 it was legislated that the expenses of Common Schools be met by direct taxation. The first standardized textbooks appeared and the term "public" came into use displacing the name "common schools".

When Wellington Square became the incorporated village of Burlington in 1873, responsibility for maintaining its schools no longer lay with Nelson Township. Trustees were elected each year for a two-year term on a rotating basis. In 1897 O. T. Springer, H. S. Hurd and Ed. Weber were elected to the board and were joined by L. Lowe, P. Maney and J. Allen in 1898. That year the board requested $2,500 from council

for school expenses and this was granted in quarterly payments of $600 or more

In 1907 R. H Watson, Alice G Rasch Millie Allen and Barbara Lowe taught at Central and Frances Misener and Ora Taylor at East Burlington (Lakeshore School) There was a total of 417 students in both schools and the teachers salaries ranged from $225 to $625 The rest of Nelson Township had 18 schools and 14 teachers.

The first Burlington Central Public School served until 1912. It was heated by wood-burning stoves and sanitary facilities were primitive, to say the least Principal Dan Smith was respected by all and a teacher popular with the younger children was Mrs. Lomas.

Plans for secondary education were made in 1906 when the population of the town was 1 234 High tuition charges and travelling expenses to Hamilton meant that many Burlington students were quitting school after the eighth grade

Elgin Harris was chairman of the school board, and Rev James Kendall F W Galloway George Blair J J Fields and William Tuck, were trustees. Inspector F H Deacon addressed the board explaining the grants totaling $400 would be available if the village set up its own high school or continuation classes

Debentures for $2 000 were issued to add two classrooms to the present Central Public School After a great deal of arguing with council, the money was made available George Blair drew up plans for the building, and the contract was let to Henry Gorsham

Needing two teachers a principal and assistant, the Board advertised and received over 40 applications for the positions. D. Hicks of Port Dover a University of Toronto graduate, became principal

Miss Garnet Freeman, daughter of Smith Freeman of Burlington and a supply teacher at Central was hired to teach languages.

That fall thirty-four pupils were enrolled at the High School.

The high school classes were divided into Form One and Form Two, now grade 9 and 10 In November six students decided that Mr Hicks and Miss Freeman were pushing the work too heavily and dropped out of school Mr Hicks stayed only until the Christmas holidays when he departed, apparently due to a salary dispute.

By 1911 Central School building was almost bursting at the seams with both elementary and secondary students and on November 24 the school board petitioned council for a new building A by law was approved to provide for the erection of a new school at a cost of $53,000

Trustees for 1912 were chairman E. H Cleaver W C Krans W E Tuck, W R. Watson E A Stephenson, J T Tuck and H J Blair

The new building had eight classrooms, four on each floor with extra space in the basement Materials were supplied locally

Burlington was very proud of its modern new school "an education institution unique, as it takes pupils from kindergarten to matriculation."

During the years of World War I, most town projects were postponed, so in April 1918, Reeve Hughes Cleaver said at town council "We do hereby express our approval of the formation of a High School District to be composed of the entire town of Burlington and all that part of the Township of Nelson known as the Old Survey, the building not to be constructed until the conclusion of the War."

The school board ran into much opposition in 1919 when they decided they wanted a high school for Burlington alone, so they formed a high school board headed by Charles Potter and including Rev. D. Anderson, T. H. L. Bamford, Dr. R. J. Husband, W. J. Stinson and Mrs. W. Symington. Council was asked for $60,000 to buy a site and build a high school. A by-law was passed in September 1920, for this amount. The next day the board agreed to purchase from J. G. and M. G. Smith, 4½ acres just west of the public school grounds for $4,000.

Town Council was asked to pay for the Smith site, but by then the 1921 council was in office and it refused the money. The school board then sought a ruling from the Courts and the judge gave his verdict that once consent had been given by council, the next year's council could not rescind it. The board got the site it wanted and the Smiths got their money.

In January 1922 council recommended "that the High School board proceed with the work of building a new high school as early as possible, to help relieve the unemployment situation which exists in the town of Burlington." The board found it needed a further $22,000 to complete and equip the building. Council turned thumbs down but after lengthy and heated discussion, agreed to issue debentures—not for the exact amount asked, but for $21,995!!!

From 1921 until the fall of 1922 when Central High School opened with D. A. Welsh as principal, classes were held in the Queens Hotel, the public library and the Oddfellows Hall on Brant Street. When the continuation classes were withdrawn, John A. Lockhart was engaged as principal of Central Public School and he continued for 26 years in this position until 1947, later serving as Mayor of Burlington.

The number of high school students rose steadily from 72 in 1920 to 220 in 1925. By then two classrooms in the public school were being used to take some of the overflow. In February 1927 the board applied to council for $51,000 to enlarge the high school. The matter was submitted to the electors and defeated. It was defeated a second time a few months later and at this stage there were 273 students enrolled, with extra classes being held in the War Veterans Hall, the Library and the Town Hall on Elizabeth Street.

Town opinion was split on the question because there were extra rooms in Central Public School and some contended these should be used as well as rented rooms downtown, rather than spending taxpayers' money on new facilities. James MacFarlane Bates was appointed principal of Central High School in 1928 and in a short time he was engaged in a publicity campaign which led to the approval of a new addition in 1929. Before long, Mr. Bates had engendered school spirit with a sports program, cadet corps, school colors and other extra-curricular activities.

The sum of $77,000 allotted to the enlarged school was spent on an auditorium, a gym, seven classrooms, an office, teachers' room, two lunch rooms and cloakrooms. The students took several years of fund-raising drives and concerts to provide the auditorium with furniture and a stage curtain. Further additions and alterations have been made in the past 25 years at Central, and in 1947 Burlington-Nelson District High School Area was formed, making the school the property of the township instead of the town.

By then there were 400 high school students and a staff of 17 teachers under Mr. Bates. M. M. Robinson was chairman of the High School board. Some of the respected teachers of Burlington Central High have been Miss Eva Newham (later Mrs. Paul Fisher), Miss Annie Haight, Miss Emma Eby (who retired in 1960) and Miss Edith Green. W. J. B. Kay, now retired, was one of the institution's most successful and beloved staff members.

Principal Bates, who retired in 1965, served with the RCAF during World War II and W. J. B. Kay was acting principal in his absence.

The late N. H. Craig was an informed and highly effective chairman who contributed much to the advancement of education here, as did E. Hulchy, for many years the secretary of the High School board.

Other schools were being built in nearby communities which were to become part of Burlington many years later. A school in the Aldershot settlement was erected in 1870. It stood on Plains Road opposite the present Towers Store. When Maplehurst School was opened in September 1912 and Fairfield School in 1913, the old schoolhouse was sold. It served several commercial purposes before it was torn down in recent years.

Another school was S.S. No. 14, located at the head of Maple Avenue. Sometimes called the Plains School or Miss Patterson's School, it was erected by George Blair, who installed the blackboards, built the fence around the yard and dug the well, all for $2,050. Miss Helen Patterson taught there for 40 years. Located near the present overpass on Plains Road, this school shared the fate of Fishers Corners and Appleby Schools. When highway facilities needed the property, it was demolished.

Two more schools, built in the 1800's, were S.S. No. 5 at Nelson Corners and S.S. No. 7 at Tansley. Both buildings are still in existence. Miss Beatrice Bunton taught at both schools between 1918 and 1930.

In the northern section the population was widely scattered. By 1877 there were, not one or two, but eleven schools dotted across Nelson township from Fishers Corners and Appleby Schools in the south, to Limestone School and Bell's School near the northern boundary.

School Section No. 12 was the Limestone School, first a log cabin and then a frame building which burned in 1953. The replacement school is still standing as a private residence at 8179 No. 10 Sideroad.

About 1830, Absolom Bell emigrated from Scotland to Canada and located on a tract of forest land, the haunt of wolves and bears, three miles from Milton. Looking ahead to the future, he donated land for a school and the site was cleared of timber by Mr. Bell and his four sisters who later married the Messrs. Dixon, Cline, Cummings and Page. Some of the first pioneer settlers who arrived shortly after Absolom Bell were George Hume, William Cartwright, Mike Corrigan, Abram Bell, John Shields, James and Henry McMaster, John Turnbull, John Garbutt and William Nerwel.

By 1958 the days of Bell's School were numbered although it was decided to continue lessons there until a new building was provided. The new Kilbride School, erected in 1960, drew students not only from Kilbride but from the rural districts of Mt. Nemo, Cedar Springs, Limestone, Bell's, Zimmerman and Lowville. Some of these schools had already been closed, such as the Lowville School, which is still a familiar stone building just inside Lowville Park, used now by the Recreation Department during day camp sessions and for craft classes.

The new Kilbride School was officially opened on November 7, 1960, and in one corner of its grounds still stands the two-storey stone school erected in 1878.

A. S. Nicholson was chairman of the Burlington school board in 1918 when a new school was proposed for east Burlington to take the place of the old school on Water Street (likely the old S.S. No. 2 of Hiram Smith's time) to help relieve congestion at Central. Council agreed to place the issue before the voters.

Electors went to the polls on July 22, 1918 and registered their disapproval of the expenditure while a war was being fought.

Armistice was declared on November 11 and on December 31 the voters were again asked to decide the question. The clerk didn't record the results of the ballot, but in 1919 council endorsed the school board's decision to tear down the old building on Lakeshore Road (Water Street) and erect the East End School west of the Guelph Line. The brick school had four rooms and by 1945 four more rooms had been built at the rear.

Following amalgamation in 1958 when the school area was no longer East Burlington, the Board of Education had the name changed to Lakeshore Public School.

Just prior to the outbreak of World War I, a red brick schoolhouse was finished on Walker's Line, in School Section No. 15. It contained one classroom and a teacher's room on the ground floor with playrooms and utility areas in the basement. Strathcona School, in 1914 had a registration of 29 pupils in the school built on part of Lawrie Smith's 200 acre farm. Prior to 1914, children living on the Lakeshore Road or near Walker's Line had attended either the Wellington Square village or Appleby schools. After 1911 J. T. Tuck represented the locality on the Burlington School Board and when Burlington was incorporated as a town in 1914, this outside area faced the necessity of forming a new school section.

Two acres of land were purchased from W. L. Smith on Walker's Lane and Section No. 15 was formed in the service of the area. The first board of trustees were Messrs. W. D. Flatt, J. T. Tuck and Colin Smith. It was decided to name the school after Lord Strathcona, because a few years previously, when the neighbourhood was trying to raise money to build a hall for public meetings, Lord Strathcona was approached for a donation and gave so generously that the building was named Strathcona Hall. Later Mr. Smith called his property Strathcona Orchards, so the name seemed appropriate for the new school as well.

The original school now forms the central part of the present structure which had the south wing added in 1948 and the north wing in 1955. With the development of new surveys, enrolment increased rapidly. In a half century there were three principals: Miss Mary A. Bate, Mr. George Green and Miss Edith L. Donkin whose retirement in 1964 coincided with the school's 50th anniversary celebrations.

The first Home and School Association in the area was formed at Strathcona. In co-operation with the teaching staff this group sponsored many activities in which pupils distinguished themselves. There was also an active Home and School Association at Fishers' Corners and in other schools as well. In Burlington the Home and School Association was established in Central High School before one was formed in the public school. Mrs. Frank Galloway was the first president. The teen canteen was started in 1944. The foundation for the present Home and School council in Burlington had this dedicated beginning.

Industrial expansion is comparatively recent in Burlington and many people remember when the emphasis was on agriculture and recall fondly the annual school fairs of their youth. In large tents children from the various schools displayed items they had made in manual training and domestic science classes. Since many of them lived on farms, there were also colourful displays of fruits and vegetables cultivated by them, and grave adjudicators centred on the merits of their calves and chickens. The fair's weeks of preparation took place mostly in the fall when the apples, grapes and pears were ripe.

A team of horses would pull a wagon turned into a float decorated with sheaves of corn and pumpkins—and filled with as many children as it could hold.

The district agricultural representative at Milton supervised the fairs in different areas of the county and in this township there were several locations for fairgrounds. Burlington's fairgrounds were located first on Brant Street near the present Legion Hall, and later on the Queen Elizabeth Way (the Plains Road then) east of Brant Street. Fairs were held up on No. 5 Highway just west of the stoplight at Guelph Line, and trotting races were held in the open pastures which were rented for the day from local farmers.

Economic problems of the depression years hit Halton County as hard as any other place. In January 1933 at a conference of the Burlington public school board with teachers of the East End and Central schools, the teachers agreed to accept a cut in their salaries. "Teachers receiving $2,000 and over were cut 10 per cent, those receiving $1,000 and over 7½%, and those under $1,000 five per cent.

During the war years it was necessary to shorten the school terms at the high school. Boys from the farms had to work on the land and in orchards, in place of their older brothers and farm hands who had gone to war.

OLD SCHOOL HOUSE AT BRANT & CAROLINE STS.
BEING MOVED TO APPLEBY LINE—1950

The memorial board at Central High has 343 names of former students who served their country. Strathcona's honour roll bears the names of 91 former pupils (both men and women) who served in the war from that area.

The prediction made a few years ago that growing Burlington would be building one new public school a year for an unstated period, has been proved correct. Glenview School, Aldershot, was built on Townsend Avenue in 195[illegible]. In the New Street and Roseland area, the Lawrie Smith School was constructed in 1952 and named after one of the community's most illustrious citizens.

John A. Lockhart, former principal of Central Public School and a mayor of Burlington, had a school named for him in 1955. The school serves pupils from Burlington Beach as well as neighbouring blocks around Maple Avenue.

As the northern section of Nelson township continued to grow in population, one-room schools were gradually absorbed into Kilbride School and Fairview School which were erected in 1954 on No. 5 Sideroad near the Guelph Line.

Meanwhile Aldershot needed more classrooms and King's Road School was built in 1955 on Greenwood Drive. In that year, Clarksdale School on Mountainside Drive, was erected in a fast-growing subdivision north of the Queen Elizabeth Way. As Mountain Gardens built up between the Guelph Line and upper Brant Street, Mountain Gardens School was erected in 1959; further along Mountainside Drive, and to the north, Rolling Meadows School in 1960.

Burlington's east area continued to expand and Wellington Square School was built in 1956 on Yorkshire Crescent. To the east along the lakeshore, Shore Acres survey needed a school to take the pressure off Strathcona and one was built on Tuck Drive, just off Spruce Avenue and named after W. E. Breckon, for many years a Nelson township school board member.

When the township was annexed in 1958, children in the new subdivision of Elizabeth Gardens were provided with school facilities with the construction of Elizabeth Gardens School in 1959. It was the largest new school up to that time with 16 classrooms. Since then, a further 14 classrooms have been added.

The school fever spread to Roseland Heights and the Ravenswood district, and in 1961 John T. Tuck School was built on Spruce Avenue to serve this area south of New Street, honouring the name of another dedicated school trustee.

Woodview Public School was built on Plains Road in 1962 with six classrooms to further serve Aldershot students. The population explosion also continued in East Burlington where Pineland School was built in 1963. Extra rooms at Pineland the following year made the new senior public school system possible and Grade 7 and 8 students from neighbouring W. E. Breckon and Elizabeth Gardens were transferred there.

The first building for senior students only, Tecumseh Senior Public School, was built on Dynes Road in 1964. The latest in school design

triangular classrooms, was planned for Frontenac School on Pinedale Avenue, Burlington's newest school to date.

Since 1958 Burlington's Board of Education has planned and built approximately 430 classrooms and other areas costing about $5,925,000. Superintendent of public schools, Douglas S. Lawless was appointed Assistant Director of Education in 1966. G. A. Gilmore was Superintendent of secondary schools.

The elementary school system provides for central libraries, the unit and rotary systems, a new program of Oral French for senior public students, Opportunity and Enrichment classes divided into schools across town. In 1966 there were Enrichment classes in Grades 5 and 6 at Glenview School and in Grade 7 and 8 at Tecumseh. A hard-of-hearing class is taught at Lakeshore School.

In September 1966, Burlington had 22 public and four secondary schools with 12,131 public school students and 4,759 secondary students studying under 706 teachers. There were also seven separate schools, administered by the Separate School Board.

Until 1958, education in the area now embraced in the Town of Burlington, was under the jurisdiction of six school boards. Elementary school direction was vested in three boards: Burlington, townships of Nelson and East Flamboro and a Separate School Board. At the secondary school level, there were Burlington District High School Board and Waterdown High School Board. The first amalgamated board in 1958 had as its chairman M. M. Robinson. Vice-chairman was Roy Coulter and trustees were Ross Segworth, Blair Ross, W. A. Nicholson, Phillip Mutherell, G. E. Kerwin, A. L. Radley and Mrs. Ellen Dawes. Bruce Lindley was business administrator.

The Board of Education for 1966 under chairman R. L. McLean, consisted of trustees from each of the town's eight wards, plus an appointee from the Separate School Board and one representing Halton County. Heading the administrative staff at the Board of Education building at 2050 Guelph Line was J. W. Singleton, Director of Education.

In 1957 Nelson High School on New Street opened its doors to 350 general and commercial students in Grades 9, 10 and 11. With amalgamation imminent and the Township due to disappear, the name Nelson was retained for the new school, honouring at the same time Admiral Horatio Nelson. Reminders of Lord Nelson are the school crest with a sailing ship, a ship's wheel and the motto "Diligens Providens" (Exact in action, exalted in thought), a yearbook "The Victory" and a newspaper "The Flagship".

Additions were made to the school in 1959 and again in 1964 making it a fully composite high school with academic, commercial and technical courses. By the end of the 1965-66 year the 69 teachers and 1,370 pupils had established a fine record of scholastic achievement. The school has

won numerous honours and the staff and student body are proud of their top award winners in district and national Science Fairs, athletics, their drama festivals and the senior concert band. Instrumental music as a curriculum subject began at Nelson. Because of the enthusiasm created, it was adopted at Central, and at Aldershot and M. M. Robinson Schools when they were built.

First principal of Nelson High School was O. A. Gilmore. Miss Edna Robinson was principal from 1958 to June 1966. She is now an inspector of schools with the Ontario Department of Education. Miss Robinson was the first woman to head an Ontario composite high school. Nelson's new principal is J. L. Phillips.

Aldershot High School opened in September, 1955. The first principal was Donald W. Thomas and he was followed by Harold McCallum. Mr. Thomas is now principal of M. M. Robinson High School on Upper Middle Road, which was opened in September, 1963 with an initial enrolment of 1,092 and 54 teachers.

The High School was named after Mr. Robinson in tribute to his long service to the cause of education.

"Quest 66" is the name of the school's year book and the school motto is "Per Ardua Ad Scientiam" (Through Work to Knowledge).

Burlington Central High School's motto, "Hodie non cras" (Today, not Tomorrow) admirably expresses the veteran school's purpose to keep up with the times. Emerson Lavender has been principal since 1965. The newest addition to the school is almost as large as the original building. Central has an enviable scholastic record and among its extra-curricular activities are its yearbook "Via Trita" and a splendid athletic record of achievement, including a Canadian Scholastic Relay team which set a Canadian high school record in 1964.

Revolutionary changes in education have altered the course of Central High from a single purpose school to a three-branch institution. Today all four Burlington high schools are fully-composite, offering the best in academic, commercial and technical training.

SEPARATE SCHOOLS

Roman Catholics in Burlington had no separate schools until 1948 when a four-room school was erected on Brant Street. A parcel of land four and one-fifth acres deep was purchased from William Bell and on May 7, 1947 a meeting of freeholders and householders of St. John's Roman Catholic Church was held. Elected as the first board of trustees were Rev. J. C. Warren as chairman, John Marsh, Anson Fitzpatrick, John Ryan, Ford Cosgriffe, Fred Keller, Wesley Coombes, Joseph Rigby and Maurice Hastings.

The Sisters of St. Joseph provided the board with its first principal as they have continued to do for each of the separate schools. They also supply a teacher for Grade 1 pupils if one is available. Since 1966 all separate schools in Burlington have had kindergarten facilities.

When St. John's first opened 75 per cent of the enrolment was in Grade 5 and younger, a forerunner of future growth patterns. Today St. John's is a 20-room school and there are six other separate schools in Burlington. Since the town has eight wards and the Separate School Act calls for two trustees per ward, there are 16 school trustees sitting as members of the Burlington Separate School Board. They supervise the welfare and educational interests of over 5,000 children attending the town's separate schools. In 1958, St. John's and Holy Rosary in Aldershot accommodated 700 pupils in a total of 18 classrooms.

In 1951 Holy Rosary School on Plains Road at Gallagher Road was formed. The Rev. B. W. Harrigan, pastor of the newly-formed parish, directed the new board whose trustees included Robert Reed, Jack Pennington and Vernon Granby. The school's first pupils were provided classroom space at St. Matthew's Anglican Church until Holy Rosary was opened with 94 pupils and three staff members. More rooms had to be provided for both schools by 1953, and a fourth expansion of five rooms in St. John's made it a 13-room school in 1955. A third school board was formed in Nelson Township the same year and Trustees Elmer Fernandez, Jeff Kurtz and Ed Evans planned to build a new school and in the meantime leased space at St. John's.

A fourth board followed in 1956 to look after requirements east of the Guelph Line. Trustees John Visser, Ernest Hennessey and Doug Carrigan directed building of the six-room St. Raphael's School on New Street near Walker's Line. St. Raphael's with 250 pupils and six teachers was opened in September 1958. At the same time a three-room addition was built at Holy Rosary. With Burlington's northern section growing rapidly another school was completed in 1959 on Parkway Drive in the Rolling Meadows subdivision, and was named St. Gabriel's. It opened with eight rooms, 150 children and five teachers.

The individual boards disappeared in 1957 coinciding with annexation proceedings and were replaced by the present board. By 1960 it was necessary to add more rooms to St. John's.

Additions were constructed at St. Raphael's and Holy Rosary in 1962. St. Joseph's on Drury Lane was the first separate school erected with its eight rooms initially looking after 200 pupils. Carpeting of the rooms was an innovation.

Ascension School was completed on New Street near Appleby Line in 1965 with 270 pupils. All eight rooms are carpeted. The seventh school in the system, begun in 1966, is St. Francis Xavier on Francis Road which incorporates the latest ideas in school construction. Growth is guided by J. D. Hogan, inspector, and the Rev. B. J. Ryan, chairman of the board.

21

The Garden of Canada: Agriculture

Upper Canada was still sparsely settled when the early immigrants began organizing agricultural societies, the earliest being in the Niagara district in 1795. Only a few were in existence until after 1830. Halton Agricultural Society came into being in 1853, as did the four township societies of Nelson, Esquesing, Trafalgar and Nassagaweya. First officers of the Halton Society were Thomas Douglas, William Barber, D. R. Springer and Samuel Black.

The highlight of all agricultural society activities was the fall fair and in the early days it was often the settler's only social contact with the outside world. Halton County Atlas of 1877 reported: "The Annual Fall Show attracts an immense crowd and is one of the great events of farm life. The Society also holds a show every spring for the exhibition of stallions, of which Halton has some splendid specimens." Farmers exhibited their best livestock, grain and poultry and their wives brought their finest butter, homemade bread, eggs, dressed poultry and preserves. Local stores and industries displayed merchandise and tailors and shoemakers exhibited their best work in the handicraft sections.

Of Nelson township in 1877 the Atlas says: "The soil of the township is generally good, the larger portion of the timber being hardwood. Considerable pine timber was found in the township, but it has almost disappeared since the lumbermen commenced their operations. The land is rolling and in some parts very hilly or mountainous, spurs of the Burlington Heights running through its western and northerly parts. The Twelve Mile Creek flows through it, on which are several grist and lumber mills and limekilns.

"The township has an agricultural society which is well-supported by the farmers, and its exhibitions, particularly of stock and grain, are very fine." This description agrees with an earlier report in the Smith's Canadian Gazetteer of 1846 which said: "The Gore District consists of the Counties of Wentworth and Halton, and contains some of the richest, best settled and most highly cultivated townships in Canada West."

Of Nelson township it said: "In Nelson 45,430 acres are taken up, 18,354 of which are under cultivation. This is an old and settled town-

LEAF LETTUCE AND GREEN ONION HARVEST

ship containing good land, excellent farms and fine flourishing orchards."

Many farmers belonged to the Burlington and Nelson Agricultural Society which held its Fall Fair in a field on Brant Street, south of Freeman. In the 1920's much larger grounds, which boasted a splendid racetrack, were purchased on the Middle Road at Freeman.

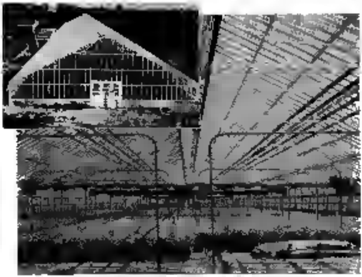
A bright red apple is featured on Burlington's town crest which is prominently displayed on the facade of the Civic Administration Building. The heraldic apple symbolizes the area's fruit growing industry in general although apples have brought prosperity to Burlington since United Empire Loyalists days. The Ghent and Davis families, who were among the first settlers, paddled canoes across the Bay from Saltfleet Township about 1805 bearing with them young apple trees they had raised there from seed brought from the Carolinas. Pictures taken in 1962 show these same trees gnarled with age.

The area of Burlington north of No. 5 highway always was considered the prime agricultural district, largely for mixed farming, and although some of the finest fruit orchards were still found between No. 5 and the Queen Elizabeth Way in 1966 housing developments were taking over acres of fruit trees. Apple fanciers are familiar with Chris Fothergill's farm on the Burlington-Oakville town line, Arthur Kemp's Strathcona Orchards, Father's Farms and Orchards on the Guelph Line, as they have been since the 1850's and Waldale Orchards with headquarters north of the Q.E.W. on Brant Street.

One of the prominent fruit-growers at the turn of the century was O. T. Springer, whose orchards and fine Gothic style home were at the site of the present Brant Street shopping plaza. Where the house had stood, Bell's Cold Storage erected an apple warehouse which remained there for many years prior to the building of the plaza. Bell's orchard extended back to the Emerald Crescent area until the 1950's when the trees were gradually replaced by new houses.

Market gardens became established here and there from Aldershot to the fertile acres along Maple Avenue where many of the mailboxes read "Thorpe", a family originally from Aldershot.

Years ago land on Maple Avenue could hardly be given away because of its sandy soil. Benjamin Eager bought it from the Brant estate and after cutting down the timber, offered the entire length of the road for $200 to one farmer who turned it down. He was in the grain-growing business and considered the sandy soil useless. It wasn't long however, before farmers realized the value of the soil for various vegetable crops and the land on Maple Avenue, in some cases, continued to support their succeeding generations.



ONE OF THE LARGE FLORIST'S GREENHOUSES
INSET AN EARLY GREENHOUSE — UNSWORTH'S — BUILT ABOUT 1900

According to the "Garden Of Canada" printed in 1902, "Most of the section was improved at an early date, but less than 25 years ago the lands along Maple Avenue were a wilderness of brush and pine stumps. These have now disappeared and are replaced with luxuriant orchards, hedges, lawns, and beautiful homes, which testify to the remarkable suitability of the soil which is excellent, of great variety and well-drained."

Local farmers are members of the Ontario Fruit and Vegetable Grower's Association, including M. M. Robinson, Maple Avenue who has been active in that association as well as on the Ontario Food Council. Mr. Robinson served as vice-chairman of the Ontario Food Terminal.

It is evident that local farming techniques and marketing have more than kept up with modern times. Colin and W. L. Smith won their share of prizes for apples at Toronto's Royal Winter Fair. W. E. Breckon counts among his many awards, that of being named World Wheat King with a sample of his white winter wheat.

The Burlington Horticultural Society was organized in March 1889, by the fruit growers of Burlington and district. Officers in 1892 included George E. Fisher, W. A. Emory, A. W. Peart, J. S. Freeman, W. F. W. Fisher, O. T. Springer, George N. Peer, W. V. Hopkins, Arthur Peer and Joseph Lindley. Local growers were also organized as the Burlington Fruit Growers Association. In 1902, a writer said, "Unaided and alone, the Burlington fruit growers were pioneers in exporting perishable fruits in cold storage and continue their weekly shipments with gratifying results." He also reported, "The same morning they are picked, Burlington fruits are placed on the breakfast tables of Toronto hotels still wet with dew."

George Fisher began shipping fruit overseas about 1897 and A. W. Peart's home "The Maples" became the Burlington Experimental Station in 1896 under joint control of the Ontario Agricultural College and the Ontario Fruit Growers Association. The fruit growers sought to increase their practical and scientific knowledge of all aspects of the fruit industry and to determine the varieties of fruit best adapted to the area's soil and climate.

Each director of the Horticultural Society had supervision over a particular fruit, and through the efforts of the society the fruit acreage of Burlington and district was doubled. Experimentation with over 250 varieties of crops resulted in the hardiest samples of fruits and vegetables being produced.

For ten years, from 1892 to 1902, Burlington Horticultural Society won first prize at the Industrial Exhibition at Toronto for the best collection of fruits. Other honours were garnered at the Chicago World's Fair in 1893, the Paris and Glasgow Expositions in 1900 and the Pan-American in Buffalo in 1901. It was no accident that the Burlington area became known as the Garden of Canada.

Farmers at the turn of the century lacked mechanized vehicles but they still got their produce regularly to Hamilton market. They had to be there by five or six a.m. to get a stand, meaning that Nelson township farmers had to leave home by three a.m. for the two-and-a-half hour trip to Hamilton by horse and cart.

Until the 1920's all local produce was marketed in Hamilton or through brokerage firms in various cities. In 1921, under the banner of "More profit to the grower ... no increase to consumer," thirty growers in the area joined with others in the Niagara district and formed a co-operative. Today the Burlington District Fruit and Vegetable Growers' Association is headed by Peter Lindley and its main function is to help growers work out problems of shipping and pricing.

The Burlington Horticultural Society in March 1919 was re-organized under the leadership of Rev. G. W. Tebbs with the objective of beautifying the town and assisting citizens in procuring and planting shrubs, trees and flowers. At the first meeting it was proposed to adopt the rose as Burlington's official flower and make the town famous for fine roses. This tradition is still carried on with the society's annual rose show and competition. President in 1966 was Wm. J. Parkinson.

In 1920 town property along the lakefront from Nelson Avenue to Burlington Avenue was drained, graded, cleaned up and put in shape as a park. Benches were donated by the Women's Institute and members of the society and property owners living opposite the park offered to keep the grass cut.

In 1924, Gore Park was put in shape and the following year Brant Park, opposite the Brant Inn, adjacent to the C.N.R. tracks, was taken over. The Boy Scouts, nearly every Saturday morning, worked hard in doing their part to improve the town's appearance.

Spencer Smith was president of the Burlington Horticultural Society in 1935 when members cleaned up the shoreline below Lakeside Park. In April 1942 the site was re-named Spencer Park.

This valuable stretch of lakeshore is being extensively renovated as Burlington's 1967 Canadian Centennial project. The Horticultural Society maintained flower beds in Hydro Park, planted trees on many of the streets and was responsible for years for upkeep of all the town's parks.

Flower shows held regularly in Burlington for many years before the war intervened, were revived between 1950 and 1953. The Garden Club of Burlington was organized in 1953. By 1966 the club consisted of seven groups across town with Mrs. H. Thompson, one of the founders, chairman of the board of directors.

In the spring of 1966, the Chamber of Commerce encouraged a scenic tour of the town so that tourists and Sunday drivers might appreciate the beauty and richness of Burlington's agricultural districts.

Burlington agriculture in 1966 has many specialties, from mushroom houses employing 85 people and producing two million pounds of mushrooms annually to greenhouses covering almost two million square feet of land. Flowers are shipped to florists across Canada and fine tomatoes have long been one of the most profitable crops, together with melons, and all types of berries and fruits. Production reached its peak in Burlington between 1920 and 1940 some 8500 tons of produce are still shipped annually. Forage and grain production now account for 11 per cent of total income and the poultry industry both chickens and eggs, is an important part of Burlington's economy. Local dairymen ship 15,000 quarts of milk daily. Sheep (the first herd was begun by Thompsons on Walker's Lane in 1914) hogs, beef cattle, and even quarter horses still are raised within the confines of the sprawling area known as Burlington.

HAND MILKING — A LOST ART

22

Industry and Manufacturing

Wellington Square was never noted as an industrial centre. The Twelve Mile Creek had provided the first power for mills in the outlying areas but the Square itself was not so favoured in the early days. The only industry at first was in the arms of the settlers.

The same James Gage who bought the 338¼ acres of Wellington Square from Joseph Brant's estate built a saw mill, shingle factory, lath and stave mills in Wellington Square as well as flour and feed mills in Nelson township. Gage continued to live on his farm in Stoney Creek and the businesses were managed by his sons. As the enterprises grew he employed more and more men to whom he sold land to build houses. He was also able to sell them construction materials and flour.

Gage sold his Wellington Square holdings to Torrance and Co. from Montreal. On Mr. Torrance's death R. G. Baxter sold his business in Lowville and came to Wellington Square to manage the estate.

Gradually a business community evolved and with it a few industries, catering to first the grain and lumber trade and later farming. In 1846, according to Smith's *Canadian Gazetteer*, there was a tannery here, a pottery, two wagon makers, a foundry and a steam grist mill.

Along with the Gage-Torrance enterprises, other business came to the Square. On either side of Gage's wharf appeared Bunton's and Baxter's wharfs. Jonathan Galloway and Co. had its grain warehouse at the southwest corner of Brant and Water Streets, overhanging the bank of the lake and Jonathan's son, Frederick, later was a partner in the firm of "Galloway and Baxter," grain brokers, across the street at the northeast corner of Water and Brant.

The 1877 Halton Atlas bemoaned the lack of industry: "the manufacturing interest is but little represented which is to be regretted as the locality is especially well suited for this line of trade, the shipping facilities both by land and water being exceptionally good." The railway had given some impetus to industry when the Great Western came to town in 1854.

James Allen started a carriage factory in 1855 which in 1877 turned out vehicles described as "hard to surpass in excellence of finish and durability". The company was later sold to Tuck and Webber.

Another of the early manufacturing interests was the "wire works" of Crooker Bros. and Co. This was purported to be, in 1877, "the only one of the kind on the continent of America and possibly on the globe, the wire turned out of this establishment being under a patent of which Messrs. Crooker are themselves the inventors". This was a process whereby after the wire was made, it was dipped to galvanize it for beauty and durability. The company went on to manufacture fancy "turned" baskets from the wire.

W. J. Douglass ran a saw mill and planing mill towards the later part of the 1800's and Benjamin Eager had his lumber interests and mill. William Bunton had a brick shop at the foot of Brant St. He owned a block of land from St. Luke's church to Locust and from Water St. to about where Caroline St. is now, where he had other business interests. Any other industries at this time were far outside the limits of Wellington Square in the smaller centres along the Twelve Mile Creek.

Towards the end of the 19th century a few industries were established, mostly allied with farming and dependent on the railway for transportation. Flour mills and canning factories were needed by the local farmers to process the products of the field and orchard. In some cases these industries were built and managed by the farmers themselves.

The Burlington Box, Barrel and Basket Works was established in 1893 at Freeman by W. T. Glover, a fruit grower. All kinds of fruit containers were made including the imperial crate invented by Mr. Glover. By 1902 this was so much in demand that it was impossible to keep up with the orders. The raw material, the logs, were shipped in by rail and a 1902 publication claimed, "It is incomprehensible the quantity of timber used every season — elm and basswood mostly".

By 1908 the firm became known as the W. T. Glover Manufacturing Co. Ltd. with a nation-wide clientele. The officers in 1917, W. T. Glover, managing director; W. F. Fisher, president; and E. W. Lewis, secretary-treasurer, were described as "gentlemen of experienced methods and untiring energy". The Glover Basket Company—is now a branch of Oakville Specialties Ltd., owned by S. J. Zacks of Toronto. On the night of December 20, 1960 fire raged through the basket factory burning it to the ground. No future plans have been disclosed at this time.

The Coleman Lumber Company was established by A. B. Coleman who, as a teenager, had been building homes in town. By the time he was 23 in 1886 he was the owner of a planing mill on Ontario Street, which he operated there until his business demanded larger premises. In the

winter of 1895 he built a large new mill, also on Ontario Street, which was destroyed by fire June 21, 1898.

The following February the Coleman Lumber Company's secretary-treasurer, James Harrison, opened a planing mill and lumber yard on Brant Street at Ontario Street, extending back to John Street. By 1902 the planing mill was "fitted throughout with new machinery of the most improved make and is operated by electric power from Niagara Falls". The machinery was run by a first-class machinist, A. Coates.

Mr Coates learned the business well, because by 1911 we find him proprietor of A. Coates and Son with offices, mill and yards on Brant Street—about where the parking lot is, adjacent to Peter Lush and Associates. The company was described in 1917 as "among the largest manufacturers and dealers in Burlington and Halton County". Their business was in builders supplies but a specialty was fruit boxes of all kinds with "printing matter on the boxes as desired".

The lumber yard of James Harrison was bought by Allan S. Nicholson in 1911. Business mushroomed during World War I and in 1914 a new plant was built further along Ontario Street at Maple Avenue. In the 1920's O. W. Rhynas Company operated the mill on Ontario Street. The Nicholson Company today manufactures windows, doors, millwork and is beginning an overseas export business. Nicholson's is in the process of a second move necessitated by the growth of the business. During the next three years, operations will be gradually transferred to a large site on the north side of the Queen Elizabeth Way, between Walker's Line and Guelph Line. Warren A. Nicholson has succeeded his father as president of the company.

John Kenner operated another lumber enterprise at the turn of the century. It was at Maria and Brant Streets where the Masonic Hall is today. His lumber yard, planing mill, which also turned out fruit containers, and stove wood yard, were all successful. He also ran a cider press "owing to the fact that there are large quantities of fallen apples unfit for foreign shipments from which cider is made for vinegar and other purposes".

On March 15, 1902, a meeting of village council was called by Reeve Berry to discuss the advisability of encouraging the establishment of a company "either for milling, canning or any other purpose that will bring trade to the village". In council minutes there was no further mention of a canning factory until the court of revision report in November 1903 when the Burlington Canning Co. was assessed the same as last year, $2,000". In 1905 council approved a radial line siding along John Street, across Pine and Water Streets, to service F. C. Patriarche's coal yard and the Burlington Canning Co.

The cannery, taken over by Dominion Canners Co. (later Canadian Canners) in 1910 thrived on the same site at the foot of Brant Street until it the early 1960's. At that time the land was sold and the buildings taken down. The parent company amalgamated all its processing into a central plant which is no longer in Burlington. A branch of Canadian Canners was opened on Walker's Line in 1959 engaging in the manufacture of cans.

In Freeman, off the Middle Road (now the Queen Elizabeth Way) just west of Brant St. and adjacent to the railway, D. A. Hyslop opened a branch of his canning company in 1923. In 1925 the name was changed from D. A. Hyslop and Sons to Tip Top Canners. The premises, destroyed by fire in November 1962, were rebuilt on the same site and the following year controlling interest was purchased by Stuart House International. The company which Hyslop started with the canning of asparagus, now deals in a wide variety of the area's fruits and vegetables as well as in the production of soft drinks.

The coming of industry to town has not been an unmixed blessing. In 1906 council instructed the Reeve and two councillors to wait on the president and directors of the cannery re smoke nuisance. The company was notified that unless it did something within a week to the satisfaction of the council, to prevent smoke from its chimney "constituting a nuisance" council would pass a by-law dealing with the smoke. It was not until 1953 that such a by-law, #1405, was passed, happily with the approval of most of the business interests in town.

One industry which Burlington has erroneously been given credit for fostering is the Burlington Glass Works which operated in Hamilton between 1875 and 1909 on the west side of Burlington Bay just behind the location of the present Hamilton Yacht Club. This is another case where the name Burlington has been given to a company probably because of its proximity to the body of water known then as Burlington Bay and not referring to the Town of Burlington.

A 1914 letterhead from the office stationery of the new town's Publicity Commissioner boasted, "Progressive Beautiful Healthy Burlington—Good factory sites at the head of Lake Ontario, cheap electric power, fire protection, railways: Grand Trunk, Canadian Pacific, Canadian Northern, Radial Electric."

By 1917 a business promotion booklet described Burlington as one of the "Live Wire Towns of Halton County." The chief industries existing toward the end of World War I were listed as "lumber, saw and planing mills, canning factory, fruit packages, machine shops, carriages, wagons, creamery, fruit growing, fruit evaporation, flour mill and mixed farming."

The 1917 booklet proudly advised "manufacturers or businessmen who are casting about for new localities . . . there is room for many various lines of industry that have not yet been overtaken". Although there was no town business promotion department at the time, the administration offered "first class sites, with exemption from taxes" to manufacturers wishing to locate here.

Two chemical companies were established in town after the turn of the century. Mac Smith, a fruit broker and later Mayor, founded in 1909 the Niagara Brand Spray Co. Ltd. At this time technology was rudimentary and few chemicals outside of sulphur were used in the manufacture of sprays for farm produce. Mr. Smith's products, simple as they were, filled a need in this predominantly farming area, and the business prospered up near Freeman station.

In the early 1950's Mr. Smith sold his interest and the company now operates as Niagara Brand Chemicals, Division of F.M.C. Machinery and Chemicals Ltd. The firm manufactures a diversity of products including weed, insect and fungus killers, paint removers and brush cleaners. It supplies sulphur for the rubber industry and is involved in the consumer package area for home and garden chemicals.

In 1915 a second chemical company, the Vera Chemical Co., built a plant for its four employees at Freeman. Rosin size to supply the requirements of Canadian paper mills was manufactured. In November, 1951, it was purchased by an American company and in 1955 became Hercules Powder (Canada) Ltd. The one-product plant of 1915 now produces several major types of products and employs over 70 in operation and sales.

At the close of World War I the town began to consider seriously the need for industry and in 1919 a new Industrial Reception Committee of town council was initiated. Several new industries did locate here during the decade before the depression years but not enough to affect the town's agricultural and residential nature.

The raw materials in the Iroquois Bar gave the impetus to two companies which got started in the 1920's. The first sale of Howard sand and gravel was made in the spring of 1921 to a teamster who had heard that the Aldershot farm of Hiram Howard rested on sand. A load was dug for him from a hole in the middle of a cherry orchard and shoveled onto the man's horse-drawn dump wagon. Young John Howard assisted in the operation and remembers that the man returned for more and more loads along with others who heard of his source. As the Howard farm had not been too successful, the family gradually turned to the sand and gravel business. John Howard guided it from a hand-operated venture to one using small scale machinery. During World War II a relatively modern gravel and sand crushing and washing plant was built. Later Howard Concrete and Materials Ltd. began to produce ready-mixed concrete with the most modern of equipment.

INTERNATIONAL HARVESTER COMPANY OF CANADA, LIMITED
AN INTERNATIONAL INDUSTRY IN BURLINGTON

Jacob Cooke started in the hardwood flooring business in Burlington in the late 1920's. He began building homes and started making concrete blocks at his 3 New Street home. In 1949 he bought an Aldershot gravel pit and built a small block plant on St. Matthew's Avenue. Now J. Cooke Concrete Blocks deals extensively in builders' supplies manufactured from the stone of the Iroquois Bar.

In the northern part of the Guelph Line Nelson Crushed Stone has a large quarry developed in the last few years. The Burlington Brick Company once operated north of Freeman, and the Dominion Sewer Pipe Co. located in Aldershot in 1928 on the finest red "sewer pipe" clay to be found in Canada.

The end of World War II saw a few more companies such as N. Pollard and Son Ltd., Jones Tool and Machine Co. and Susan Shoes Ltd. which took over a war time parachute factory located here. Even so, in January 1957 within the small boundaries of Burlington there were only about 14 plants. At the time of amalgamation industrial growth was at an all time low, a mere 3.83 per cent of the total assessment. In the process of amalgamation such thriving industries in Nelson township as Bonar and Bemis, International Harvester, Hendershot Paper and Butler Manufacturing were brought into the Town of Burlington.

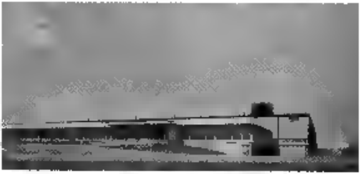
The mayor at that time, John A. Lockhart, established an industrial and development committee and a former mayor of the town, Gordon Blair, was appointed its administrator. Under his guidance the committee helped to establish the type of environment which would attract industry. Mr. Blair recalled that in 1958 Burlington had only 68 acres of fully serviced land available for industrial development.

To keep Mr. Blair from "doing business from an empty wagon," the town purchased in 1958 from Studebaker of Canada Ltd. 140 acres on the Guelph Line north of the Queen Elizabeth Way for $600,000. This land, Progress Park, lies within easy reach of railways and roads, is 15 minutes from Hamilton Harbour and 30 minutes from Malton Airport.

One of the first industries to move into Burlington following amalgamation was the Fuller Brush Co. which moved here from Hamilton. Others followed and a total of over 90 new industries have moved into town since 1958. By mid-1966 there were 140 acres of prime, fully serviced industrial land ready and within two years another 150 acres will be ready. Sewer trunks and water mains have been completed up Walker's Line and Appleby Line as far as the Queen Elizabeth Way. This means that with a minimum of capital investment a vast area, 500 to 600 acres could easily and rapidly be developed.

Industrial growth in Burlington was not only a matter of new industry coming into the area. Burlington had in 1958 40 well-established industries. Of these, 26 have expanded, many of them like Alchem, more than once. Of the over 90 new industries which moved here since 1958, 13 have had at least one expansion. Barton Tubes has expanded three times while Standard Refractories found it necessary to move to a new location.

Some of the major new industrial construction of 1966 includes the Steel Co. of Canada research centre on Kerns Road, plants of Midland Ross Corp. and Faber Ludlow, Cuna Insurance Society Canadian headquarters, Hoover Company Ltd. washing machine plant, Delman Manufacturing Co. and Sabre Saw Chain (Canada) Ltd.



FULLER BRUSH COMPANY LIMITED—THE FIRST PLANT IN PROGRESS PARK

A growing economy has lifted the total number of established industries in Burlington to 140 manufacturing, distributing and service companies in the most recent 1966 survey. With residential development preponderant, the continued growth of industry is needed by taxpayers and vital for balanced assessment.

INDUSTRY
1967

PRESENT DAY INDUSTRY RANGES FROM BASIC FOUNDRY TO METAL FABRICATION AND COOKIES

23

The Development of Business and Commerce

Prospective immigrants were encouraged to settle in Canada West by publications such as Smith's Canadian Gazetteer (1846). It warned, however, that land prices would be "generally rather high" in the Gore District, with wild land ranging from $8 to $15 an acre and cleared farms from $25 to $50 an acre. On the other hand, the new country presented great opportunities for a man willing to take the chance.

The village of Wellington Square, "pleasantly situated on Lake Ontario," appealed to many settlers and by 1846 the bustling community had its own physician and surgeon, a steam grist mill, a foundry, tannery, two stores, six groceries, a druggist, a pottery, four taverns (the principal one being Ontario House), a saddler, tinsmith, baker, two wagon makers, two blacksmiths and four tailors.

There were two churches in the village proper and postal service every day. A schooner was locally owned and large shipments of flour, timothy seed, wheat and butter were exported.

The English touch was evident in the advertisements of that day. The better hotels guaranteed "London porter always on hand," good stabling and covered stages leaving for distant points each morning. Tailors advertised west of England cloths, summer coatings and rich vestings.

According to an old diary, deliveries from butchers and bakers started about 1875. Diarist George Thompson, lighthouse keeper and ferryman at the canal, mentioned in 1870 the use of foreign 5 and 10 cent coins and quarters, there being no Canadian coinage, and said that in Wellington Square, "Wm. Bastedo gives American silver at its face value."

The Halton County Atlas appeared in 1877 with advertisements, one of which was a "Business Card" inserted by Alex Duffin and L. B. Allen. It read: "Alex Duffin and Co. Junction of Great Western and Hamilton and North Western Railways, Wellington Square, Ontario. Wholesale and Retail Dealers in Grain, Seeds, Flour and Feed Etc. A choice lot of Groceries, Provisions, Boots and Shoes, also, Salt in Bulk and Barrels.

Plaster, both Land and Calcined, Always on Hand. (The highest market price will be paid in cash for Grain, Wool and all kinds of farm produce.) Grain bought and sold on commission."

The business directory had expanded by 1869 when Wellington Square's population was 1,245 and it had become "Burlington, a station on the Toronto branch of the Grand Trunk Railway, at the crossing of the North Western Railway, about 13 miles south-east of Milton, the county seat and ten miles north-east of Hamilton, its nearest banking point".

The Canadian Express and the Great North Western Telegraph Companies were located here. F. R. Davidson was listed as appraiser for the Canada Permanent Loan and Savings Company and the Lion Provident Life and Live Stock Association had a branch office as did Temperance and General Life Insurance Company. F. R. Davies dealt in real estate. W. G. Nellis was postmaster and T. J. Green and R. A. Pringle were in law practice. E. Thomas was the dentist, Charles Taylor the barber and E. Williamson the undertaker.

Women were also in business, such as Miss T. A. Cotter, music teacher; Miss M. DeBurgh and Mrs. Sarah Oakley, dressmakers; Miss H. L. Dunning, millinery; and Mrs. E. Virginia, a colored lady whose late husband had been a barber. She had a confectionery store in the village.

Many prominent businessmen were Masons in Burlington Lodge No. 165 which was founded in 1864. They met first in a frame building at the corner of Brant and Pine which still stands, occupied by Dale's Hardware, 367 Brant Street. Charter officers were Francis Baker, James L. Gage, Chris Richardson, Fred Bray and Gilbert C. Bastedo. The lodge was unique in having had as one of its Worshipful Masters in the early days, the chief of the Six Nations Indians, W. J. Simcoe Kerr, grandson of Joseph Brant. Other meeting places were above Kerns' store at Water and John Streets and the present headquarters are at Maria and Brant. Brant, the newest Lodge, was established in the 1950's.

Burlington's centre of business activity remained on the waterfront at the foot of Brant Street even after the dawning of the railway age. In 1810 James Gage purchased 338½ acres from Joseph Brant's estate and built a wharf, warehouse, mills and factories at the foot of Brant Street. During the same period Bunton's wharf and Baxter's wharf were located in the same area between Locust and Elizabeth Streets. Port Nelson with its wharf at the foot of the Guelph Line, was an important grain-shipping point.

Horses were stabled in the barns of the hotels, or tied to hitching posts along the streets. A few of these posts survived until the late 1940's. Rings often were fastened in convenient trees as well.

In 1902 Charles F. Coleman doubled as a house and sign painter, paper hanger and as a successful florist, specializing in violets, roses, mums and carnations. Thomas Hood was manager and caterer at the Brant Hotel. James Harrison owned a planing mill on Brant Street and lived where the Riviera Motel now stands on Lakeshore Road; E. H. Cleaver, Solicitor of Supreme Court, Notary Public and Commissioner dwelt in a turreted brick residence on Caroline Street facing Pearl Street.

George Allen, born in Wellington Square in 1845, was a hardware dealer; John Ferguson sold coal and lumber; Byron S. Hurd was the jeweller and optician. William Brush was manager of the Queen's Hotel and F. B. Bennett managed the Traders' Bank of Canada on Brant Street near Water Street.

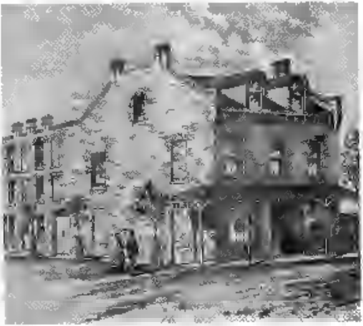
The building at the north-east corner of John Street and Lakeshore Road is one of the town's oldest commercial structures. Built by John Waldie, first Reeve of Burlington well over a century ago, the store handled everything from groceries to dry goods and hardware. Waldie employed 14 clerks and on Saturday nights when the farmers came to town, the store and plank sidewalk outside were thronged with shoppers. William E. Kerns was John Waldie's partner for 20 years before buying out the business when Waldie became a lumberman.

Later owners were Hicks and Bamford and Templine. In recent years the store has served variously as a brewer's retail outlet and an automobile showroom. The building was extensively renovated in 1966 with three retail outlets on John Street being opened up.

The second floor was used as a dressmaking establishment, run by "Miss" Johnson. At the rear was a hall with a stairway leading up from John Street. The Masons assembled there for many years, as did the World War Veterans' Organization before they built a Legion Hall. The Burlington Citizens' Band held practices in the place on Wednesday nights.

A feature of this old building was a windlass 15 feet in diameter held together with square-headed nails, which was used to operate a hoist by which grain was hauled up. Gun racks found in the top floor

MAC SMITH & DAVID DICK TOUR BRANT ST., NEAR WATER ST. — 1906



JOHN WALKER & CO. WATER ST. (LAKESHORE RD.) AT JOHN ST.

gave rise to the romantic rumour that the building served as a fort. It may have housed militiamen during the Fenian Raids, or the 20th Halton Rifles (Burlington Company) may have gathered there since William Kerns was lieutenant-colonel of the Rifles from 1888 to 1899.

Water Street had several business establishments, including the first two post offices, and Clifton's tailor shop was where Ferraun's tailor shop is now. Mr. and Mrs. W. A. Walker operated a millinery shop in this block and they later owned a Red and White store.

Burlington's first movie house, on Brant Street opposite Ontario Street, was called the Crystal Theatre. The building still stands serving as commercial premises. Hume Theatre on Lakeshore Road later became the Roxy and is now the Odeon. The site was formerly occupied by Dr. Watson and also served as a baby clinic. When the theatre was built, the clinic was moved to the basement of the library on Brant Street and later to the Maitland Young residence on the lakefront, in which Billy Kerns, son of the colonel, lived for years.

The bus terminal at Lakeshore Road and John Street is another old building. At one time Richard Cole's bakery was located there, and in 1912 it was the Bank of Hamilton branch, which was absorbed by the Bank of Commerce in 1925.

A competitor of Berns' store, for many years, was Taylor Bros. founded in 1906 on the site of the present McAllister Motors. The firm boasted a $55,000 stock of dry goods, notions, ready-made clothing, hats and groceries. As Fred W. Taylor said then, "the store has carried into execution the latest ideas of mercantile endeavour."

The first bank to locate in Burlington was a private one owned by Richard Baxter and Company, located on the south-west corner of Brant and Water Streets, one of the last buildings to be torn down in 1966 to make way for the Centennial park development. West of it was Galloway and Co., a grain warehouse which advertised "Cash for Wheat."

A pier projected out from the foot of Brant Street and people still living, recall fishing from it. An incline track ran from the grain warehouse to the dock and this ingenious arrangement speeded up loading of the boats.

In more recent years parts of the warehouse were renovated to house a swap shop, Parkers' Cleaners and Virtue Motors, which also owned the garage across the street at Locust and Water Streets. For several years after 1914, the property was the Ford Garage operated by Chas. Klainka. The office and garage were on Water Street with another garage and repair shop on Pine Street, with accommodation for 25 cars. An advert in 1917 said, "There is a continually-growing demand for automobiles and residents of this section generally are showing quickly their appreciation of the possibilities for pleasure and luxurious comfort that the automobile possesses." This corner is still occupied by an auto dealer.

Before 1900, the north-east corner of Brant and Water Streets was occupied by Galloway and Baxter's store, and after 1900 by the Traders Bank of Canada ("Farmers' business solicited") with office hours from 10 a.m. to 3 p.m. and on Saturdays from 10 a.m. to 1 p.m. and from 7 to 9 p.m. (for the farmers' convenience). The business was absorbed by the Royal Bank of Canada in 1912 and the building torn down to make way for today's modern structure.

Burlington, one of the live-wire towns on the new highway, had a population of 2,600 in 1917 and its merchants were described in an industrial promotion booklet as "progressive and successful." F. D. Ghent was mayor and G. H. Nicholson was reeve. The businesses on lower Brant Street, north from the Royal Bank, included Le Patourel's Drug Store in its second location in the same block over the years. A. E. Rusby's meat market, established in 1869 by his father Leonard, advertised "the most reasonable prices with honest weights and measures always quoted." W. W. Currie, a former employee of Taylor Bros., stocked meats and oysters in season in his quality store, opened in 1915. It is now Hacker's Dry Goods store. Next to it was Tom Jocelyn's stationery and variety store, which, up until 1912 had been owned by J. M. Pollock. Tom Walmsley, who retired in 1966, was the proprietor for many years after the Jocelyns.

The Raymond Hotel, now the Coronation House, was presided over by Art Truman. Bill Cardwell ran a tailor shop next to Fred Parkin's pool room. Graham's Shoe Store, also in the first block off Water Street, was established in 1907 and is now known as Mel Howden's Shoes.

Roy M. Early owned a grocery store (formerly Billy Little's) with "the highest grade of goods at the most conservative prices" at the corner of Brant and Water Streets, now occupied by the Shell Station. Lakeside Dairy was on the same block below the present Burlington Cleaners. The old established business was taken over by A. W. Baker in 1916. "Doc" Noyes was the village's only barber for a long time. He advertised his shop which stood opposite James Street on Brant as a "Tonsorial Parlor".

E. W. Williamson, undertaker and furniture dealer, was in the first block on Brant Street, immediately north of the present Burlington Gazette office. This business, dating from 1877, was owned by Mr. Williamson from 1901 on. On the opposite corner was Colton and Lorimer's hardware and stove retail outlet. The partners bought it from James Allen in 1913. Today it is Dale's Hardware.

Further along in the block to the north, where Harwell Home Furnishings is located, John T. Matthews had a hardware store too, in 1900. Jack Matthews had a second store at Freeman on the east side of Brant Street near the Plains Road. Adam Begg, a retired cobbler, lived in a cottage where Burlington Pharmacy is now.

In 1917 Rae Bros. were agents for Gray-Dort and Chalmers cars. Their showroom was north of the Crystal Theatre on Brant, near the present real estate office of Lloyd F. Utter. Also on Brant Street was Shapland's shoe store, just north of Ed Dickenson's candy store, now Watson's Jewellers. "Polly" Brooking had a carriage works and shooting gallery next to Ed Corson's real estate office in the next block north and N. Hubbert's grocery store was near Maria Street.

Billy Campbell's meat market offered cash for hides and skins. It was established by J. C. Campbell in 1881 near the present office of McGrath's real estate. A playground set up by the Lions Club was at the north-east corner of Brant and James Streets.

Another well-patronized butcher shop was located where the Wellington Square Mall now stands. It had several owners, from R. W. Dingle to Albert England. "Bud" Sheppard was a popular butcher in

INTERIOR OF JOHN T. MATTHEWS HARDWARE STORE, BRANT STREET (NOW HASWELL'S HOME FURNISHINGS)

the employ of "Dick" Dingle whose sons are respected professional men of Burlington today.

Frank H. Sheppard, tinsmith, was in the Odd Fellows block at Brant and Maria Streets. Orman Bush, now in men's furnishings, began his business career with his father in 1909. The firm dealt in saddles, harnesses, blankets, valises and other travelling goods and did business on Brant Street a few doors north of where Orman Bush's Men's Wear is located today. Mel Bush, town clerk for many years, is of the same family.

In 1916 R. H. Wilson dealt in flour, feed and grain at Pine and John Streets. Phil C. Patriarche's Coal and Wood business on John Street was founded by George Allen about 1867. In later times the business was owned by F. W. Watson and Son and Milne's Coal and Fuel. Clegg Glass Ltd. occupies the premises today.

Up to 1940, the Burlington business district didn't extend much farther north than Maria and Brant Streets. Brant Plaza, [illegible] Motors and St. John's Church occupy land on which once grew the finest grades of apples.

Several of the town's older homes are to be found in the vicinity of the Estaminet restaurant, itself once the residence of Lieut. Col. William

Kerns, merchant, militarist and legislator who died in 1918, widely mourned. In 1915 Mr. and Mrs. George Byrens opened the Estaminet for business with only four tables and soon had earned the reputation of restaurateurs par excellence. The stately Mrs. Byrens operated the Estaminet until 1962 when Reginald Cooper bought it. Since his retirement in 1963, his son Brian has enlarged the premises and made other changes without in any sense removing the familiar homey atmosphere.

At the corner of Maple Avenue and Plains Road is the Tien Kue Inn, located in another old home. It opened about the same time as the Skyway Bridge was finished, so was named Tien Kue, which means "Sky Bridge". The Brant Inn, on the lake front at Maple Avenue, became one of Canada's best-known dance spots in the 1930's and 1940's under the management of John Murray Anderson, one of the country's outstanding impresarios.

Farther east along the lakefront, the Pig and Whistle Inn was built in 1930 at what is now Burloak Drive, overlooking the lake. Built by a firm which had similar English-type inns in other towns, it fell back into the hands of the contractor Hughes Cleaver, during the depression. The business has changed hands several times and the present owners are beginning to make extensive renovations.

Burlington had its good and bad times during the depression, in common with the rest of the country. Prices in 1933 were low for groceries, but so were wages. There was still money being spent on cars though, and a report of 1933 read: Executives of the automobile industry report the biggest turnover in years — on the sales floor and regrettably also in the ditches.

In 1941 there were 66 stores in town. By 1958 these had increased to 104, due to the town's rapid growth. The Chamber of Commerce was organized in 1947, developing out of the Burlington Business Men's Association, founded in 1923. By 1956 the organization had expanded to become the Burlington-Nelson Chamber of Commerce. Following amalgamation in 1958 the name was changed to the Burlington Chamber of Commerce. Under the presidency of Roy A. Nicholson and the managership of Leo Podetz, the Chamber was revitalized with headquarters in the Brant Arts Building.

Within the past decade, businesses have sprung up in all directions, particularly in plazas at Aldershot, Long Acres, Brant Street, Mount Royal, Roseland, Walker's Lane and Skyway. New housing and high rise dwellings have steadily increased the number of consumers during the last few years.

Brant Street merchants, in many cases still located in old buildings, are co-operating with the Chamber of Commerce and the Jaycees who have adopted the Norwich plan for improving store fronts, incentive having been given by the construction of the towering Civic Administration building in their midst.

24

"Render Unto God": The Churches

No one can deny the influence of the church in any community and in pioneer days the church served not only as a place of worship but as a community centre for the only social life the settlers knew. Our ancestors' religious backgrounds, varied though they may have been, were well established in the Gore district, in the early years of the 19th century. According to the Halton County Atlas of 1877, the first church in this area was built in 1822 on the farm of Gilbert Bastedo for Presbyterian adherents. Rev. Mr. King sent by the Synod of Ulster as a missionary in this part of the country was the minister. The first Methodist Church was built soon afterwards at Nelson Village.

According to Robert Gourlay in "Sketches of Upper Canada," by 1817 "the most numerous of all denominations are the Methodists who are spread over the whole province." One of Burlington's most modern churches, Appleby United, traces its history back to an early Methodist supporter, Isaac Van Norman, who began services in his home in 1824. Since the days when Rev. Egerton Ryerson was the circuit preacher, the church has had 50 ministers. The present minister is Rev. W. Gray Rivers who succeeded Rev. Earl W. Brearley, and his assistant is Rev. John T. Clarke.

An early account of the saddlebag preachers, such as Egerton Ryerson, reads: "The preachers travelled to the farthest back settlements in the wildest places, under the most severe privations as to food, shelter and home comforts, preaching the gospel of Christ to the settlers. They travelled through swamps at the risk of their lives, to sing the good old Methodist hymns and pray for the poor backwoodsman and his family. No one was more welcome than the preacher who not only gave them religious consolation but the latest news of the outside world."

Prior to 1834, people in Wellington Square, hungry for the Word, were ministered to by itinerant missionaries, and early records of St. Luke's parish bear the names of F. Mack, H. O'Neill and Rev. J. G. Geddes as their travelling preachers. St. Luke's was built in 1834 on bushland which had been set aside as English Church property. The first child baptized at St. Luke's Anglican Church was Martha Elizabeth Tasor, daughter of a stonecutter, on November 15, 1835, and the first

ST. LUKE'S ANGLICAN CHURCH

marriage recorded was that of William Dalton, Nelson township farmer and Elizabeth Sinclair on December 21 1835. Elizabeth Brant, daughter of Chief Brant, solicited funds for the church building in England. She, her husband and son are buried in the churchyard.

Rev. Dr. Thomas Greene who had been sent out by the Irish Mission Society in 1832, became the first rector in 1838 and remained until his death in 1878. St. Luke's has had distinguished clergymen in its pulpit including Canon Frank Hovey and Rev. G. W. Tebbs, a colourful figure in the community. In 1840 the acacia trees associated with St. Luke's from the beginning were planted by Mrs. Greene, an ardent gardener and some of these trees were replaced years later in 1927. Her beautiful rosebushes brought from Ireland gave Roseland its name, the Greene home being situated in that general area.

Years later, when a church at Elizabeth and James Streets became too small for the Methodists, the building was purchased by St. Luke's Anglican Church and used as a Sunday School from 1889 to 1923. During the tenure of Rev. G. W. Tebbs in the twenties, the Memorial Parish Hall was built by St. Luke's and dedicated to the memory of boys who fell in the First World War.

Nestled among the trees off Ontario Street, St. Luke's historic past is graphically related on the old tombstones in the churchyard cemetery. Canon C. F. Heathcote became rector in December 1942 and was succeeded by Rev. Robt. F. Blackwell in February 1967.

Members of Knox Presbyterian Church still meet at the same site where the founders worshipped in 1845. Land was donated by Andrew

and Martha Gage who had bought the property in 1810 from the trustees of Joseph Brant's estate. Inscribed on the deed dated April 10, 1845, are the names Isaac Buchanan, Gilbert Bastedo, John Bent Sr., and John T. Bastedo.

That summer a plain frame church was built at James and Elizabeth Streets and named after John Knox who founded the Presbyterian faith at the time of the Scottish Reformation in the 16th century. The first minister was Rev. William McLean. Knox was served by a succession of dedicated divines including Rev. David Anderson. Thirty years later the little church was becoming overcrowded and eventually a new sanctuary, which is the present Knox Church, was built and dedicated on May 20, 1877. The original building was moved a few yards east and brick-veneered. It is still used for Sunday School purposes. The church entrance on Elizabeth Street was built in 1910 to accommodate the stained glass window given by Hon. Colin Campbell in memory of his mother. The present minister, Rev. H. G. Lowry was inducted in 1949 and is the 15th minister of Knox Presbyterian Church.

In 1852 a little group of Wellington Square residents formed a Methodist Society and on Sundays walked through the bush to Fisher's Corners Schoolhouse on Guelph Line, where the Episcopal Methodists had been worshipping for some years. Before building their own church, the villagers also met in the Temperance Hall (later the Town Hall) with the first class organized by Dr. Van Norman. A site for Burlington Methodist Church was donated by David Torrance on Elizabeth Street and the church (now is a Cadet Hall) opened for services in 1858.

KNOX CHURCH BURLINGTON

KNOX PRESBYTERIAN CHURCH — ELIZABETH ST

As time went on, the Methodist congregation needed more accommodation. A new church built in 1866 was destroyed by fire on Christmas Day 1892. In 1893, the present church was built next door to the Town Hall which had been an earlier meeting place. When the Methodist Church across Canada joined in union with a portion of the Presbyterian Church, and Congregationalists in some areas, in 1925 to form the United Church of Canada, Burlington Methodist became Trinity United Church. The minister at that time was Rev. E. Val Tilton.

The trowel used in laying the cornerstone of Burlington Methodist Church in 1866 was put to use again in November, 1965, in connection with the new Wellington Square United Church on Caroline Street, which combines the congregations of Trinity and St. Paul's (a former United Church congregation on Prospect Street). The ministers of the modern Wellington Square United Church are Rev. G. Keith McMillan, Rev. J. P. Ashwin and Rev. W. J. Preston.

A Roman Catholic parish, St. John the Baptist, was established in 1849 but no church was built until 1861. The people were attended by Rev. John Cassidy from Dundas who also had under his care Waterdown, Milton and Oakville. Parishioners from Burlington had the opportunity of assisting at Mass only once a month, but hardy souls walked from here to Dundas on Sunday mornings to worship at St. Augustine's.

Before the church was built, those of the faith gathered at Napoleon Ogg's home on Pine Street whenever a priest would arrive for the monthly Mass. A parish house was erected in Oakville in 1858 and Burlington was joined to it as a mission. This church had few material comforts and parishioners worshipped on the bare ground with rough boards as pews. The Ogg family had donated a piece of their property at the corner of Pine and Elizabeth Streets and St. John's Church was erected in 1861. It remained as a mission church attended from Oakville until 1925, when Rev. D. A. Ford was appointed as first resident pastor of the separate parish. Father Ford also served the Beach, Milton and Milton Heights churches. Later the Church of the Little Flower, Hamilton Beach was the only mission.

Rev. (later Monsignor) J. Corbett Warren was appointed Pastor in 1945 and remained until his death 20 years later. In 1948 St. John's Separate School was built on Brant Street and by 1952 construction had started on the large, modern St. John's Church next door at the corner of Blairholm Avenue and Brant Street. Present pastor is Rev. B. J. Ryan. The original St. John's still stands today and serves St. Mary's Ukrainian Catholic Church congregation.

A good example of co-operation between local churches was the Wellington Square Branch of the Bible Society formed in 1849. The first preserved record of the annual meetings is for October, 1856 at the Temperance Hall. Executive members were Henry Foot, James Laing, John Bent, Daniel B. Chisholm and William Besforth, with a committee

of 17 prominent businessmen and clergymen in the community. The local branch had a depository for the sale of Bibles with over 200 of them sold in 1854.

Later known as the Burlington Branch of the Upper Canada Bible Society, it was a well-conducted organization and wives of the members regularly solicited donations for the work of the Church around the world. The Bible Society was a valuable contribution to the religious life of the community.

Churches continued to be built and the Port Nelson area was served for years by the Wesleyan Methodist Chapel built in 1862 at the corner of First Avenue and Guelph Line. The white frame church still stands, having served many different congregations over the past 100 years.

The first mention of Baptists in Wellington Square was in [illegible] when an earnest few assembled for services in the home of James Cushie Bent. This property, originally part of Brant's Block, is the present home of W. J. McCulloch, 507 Elizabeth Street. The original meeting place still stands at the bend of Rambo Creek.

In 1875 trustees of the Regular Baptist Church bought from Deacon John Bent the site for the present Calvary Baptist Church at the corner of Ontario and Locust Streets. Residents of the village joined the new church and a measure of prosperity followed. A branch mission was started at Port Nelson and the new Mission House was crowded at the opening services.

CALVARY BAPTIST CHURCH
LOCUST ST

BURLINGTON METHODIST CHURCH
(TRINITY UNITED)—ELIZABETH ST

A succession of pastors served during the early years of Calvary Baptist which was linked with churches in Waterdown and Bronte between the pastorates of Rev. Albert Carr (1906) and Rev. A. Cooke (1925). Mr. Cooke was succeeded by Rev. J. J. Roberts.

In 1938 when Calvary Baptist withdrew from the Convention of Ontario and Quebec, some members left the congregation. A Baptist Women's Mission Circle was kept active by Mrs. James Chapman and Mrs. F. R. Swift until the post-war years when the Baptists were growing in number in Burlington and a new congregation within the Convention was needed. Assisted by the women's group, Rev. Dr. N. H. Parker held a meeting at the home of L. D. Dingle, Q.C., and services were begun at Trefoil Lodge in 1952. Knox Presbyterian Church offered use of its facilities for Sunday afternoons and mid-week Bible classes. Burlington Baptist Church was erected at Bridgman and New Streets in 1954 when Rev. L. V. Hultgren was pastor. The present minister is Rev. Stanley A. Woodcock.

Calvary Baptist Church has continued to be a religious influence in the core area of town. Now under the Fellowship of Evangelical Baptist Churches, the pastor is Rev. W. F. Payne.

In 1920 the Lambshead and Almas families on East Plains Road began to hold meetings in their homes and the group became known as the Freeman Mission. As attendance rose, a regular meeting place was needed and a house was bought on East Plains Road near Brant Street in 1921. Such enthusiasm was shown, that by 1928 the charter members voted to apply for membership in the Associated Gospel Churches of Canada and Gospel Chapel (Freeman) came into being.

Acting pastor was A. N. Lambshead, who continued his thriving market-garden business while studying for his ordination. He remained as pastor until 1947. Property on Brant Street was donated by Ellen Almas and 119 people were present for cornerstone laying of the new church in 1929. There were four pastors before Rev. M. P. Estabrooks came in 1960 and the name was changed to Brant Street Bible Church. Present Pastor is Rev. John W. Hadall.

While the population of Burlington was, at the outset, predominantly British, some of the early settlers were Pennsylvania Dutch (Fishers, Engleharts, Ghents and Clines). Scottish and Irish immigrants came after 1820 and this century saw groups of Germans, Italians and French entering the area. Since 1920 there has been a noticeable increase in the number of Dutch who came to work on farms but since have taken up positions with local industries in many instances. Starting in 1928 a few Dutch families from Burlington and surrounding districts worshipped wherever space was available in Hamilton, a church basement, a bricklayers' meeting hall and the Labour Temple. Some years later they bought a former Baptist church building at Dundurn and Main in Hamilton and from it a number of branch churches originated. After

World War One, many families from Holland settled on the land hereabouts and John Broersma, now of Burlington, was one of those who often helped the new settlers.

A number of the newcomers began church meetings in the Lions Hall and in 1953 bought the old Wesleyan Methodist Church at Guelph Line and First Avenue. By 1959 they had built their own Christian Reformed Church on New Street with Rev. John Van Dyk as minister. He was succeeded by Rev. A. W. Schaafsma and today's minister is Rev. L. Mulder.

In 1964 members of the congregation assisted in the formation of Trinity Christian School on Walker's Line which now has an enrolment of 80 children. A regular elementary school curriculum is followed and religious instruction is given. Many couples are also members of the Dutch-Canadian Club in Oakville, whose founder is William Brouwers of Burlington.

This area has a second congregation of Dutch families at Ebenezer Canadian Reformed Church on Dynes Road and the minister is Rev. G. VanDooren. Members keep their ties with their homeland by holding the Sunday morning service in English and the afternoon service in Dutch.

The old Wesleyan Chapel on the Guelph Line, which served the Dutch congregation so well, was also used by charter members of Port Nelson United Church in 1952 for Sunday School classes and church services.

Port Nelson United at the corner of Rossmore Boulevard and South Drive, Roseland, was dedicated January 10, 1954, and a larger church was dedicated in September 1961, the original building being converted to a Christian Education wing. Rev. M. Jewitt Parr was appointed minister in 1960. Assisting him is Rev. R. W. O'Brien.

On many occasions through the years, district ministers have joined forces for special services. A typical example is the memorial service held January 28, 1936, the day of King George V's funeral in England.

In 1950 the Burlington Ministerial Society was formed for mutual aid and fellowship among local churches in connection with interdenominational matters. There are now 40 Protestant members.

As the population spread eastward, another Anglican church was needed. In March 1952 the first service of St. Christopher's Mission was held at Fisher's Corners School.

Property was purchased on the Guelph Line between Prospect Street and Woodward Avenue and the congregation moved into their new quarters in February 1955, with the first rector of St. Christopher's Anglican Church, Rev. Harry Mansfield. As orchards and farms gave way to new subdivisions the parish grew in five years from 150 families to 645 by 1960. Rev. Canon C. M. Mitchell has been rector since April 1958.

Strathcona Presbyterian Church has served the eastern part of town since 1957 the congregation meeting first in the Scout Hall on Belvenia Road and then in Nelson High School with Rev Wm E. Palmer as first minister. The church was officially recognized in 1959 with 118 charter members and the edifice on Walker's Line was built in 1961 The present minister, Rev H D. Smith, began his work with Strathcona Church in 1962.

Trefoil Lodge was used again as a temporary church when Glad Tidings Assembly was founded in 1957. The present church on Mountainside Drive, opened in March, 1963, with a seating capacity for 200. The present pastor is Rev Keith Running, who succeeded Rev. Floyd Rhude in 1966. Glad Tidings Assembly is a member of Pentecostal Assemblies of Canada.

A new Roman Catholic parish, St Raphael's, was welcomed in 1958 with Rev. Henry Gibson as pastor, assisted by curate Rev Theodore Lash. At first the parish extended from the Guelph Line to Appleby Line and north to No 5 highway with over 200 families. Mass was attended at St Raphael's Separate School on New Street until the new church building was opened in October 1959 with accommodation for 775. Prior to 1958 Catholic families living in Elizabeth Gardens had attended church at St Dominic's in Bronte, but with the establishment of St. Raphael's, they were included in the new parish. The present pastor is Father Hugh DeCicco and the curate is Father Dennis Mullin.

The first Lutheran service to be held in Burlington was in October 1959, at Glenwood Public School and regular services as well as Sunday School classes were conducted for almost four years under leadership of Rev W M Myra. Church land was purchased on Lakeshore Road between Pine Cove Road and Walker's Line in 1960 and the new congregation was called Holy Cross Lutheran Church, part of the Lutheran Church in America. The membership moved into its new home sanctuary in September 1963 by 1966 when Rev. W M Myra was succeeded by Rev E Harbaugh there were 160 confirmed members and 130 children.

The second Lutheran organization in Burlington was formed in October 1960 at a meeting in the home of Mr and Mrs. John Allan on Townsend Avenue Rev Kenneth L. Zorn under auspices of the Ontario District of the Lutheran Church—Missouri Synod began a new church called Prince of Peace Lutheran and the first chapel at 1195 Homewood Drive was purchased from Glad Tidings Pentecostal Church. A modern new structure was later erected on Brant Street near Mount Forest Drive and dedicated in the late autumn of 1966.

Following its opening, the building on Homewood Drive was sold to Faith Gospel Church which had been meeting in Lawrie Smith School under the leadership of Rev W F Weland.

Another religious body active in mission work, is Burlington Alliance Church. It was founded in 1959 at Strathcona Public School and later moved to the Scout Hall on Belvenia Road. The church was pioneered by Rev N Valentine and a place of worship erected on New Street near Appleby Line. Since 1964 its pastor has been Rev John A. Robb.

Because of a generous gift of 35 acres on Panin Road in Aldershot, the administration offices and homes for retired missionaries of the Christian & Missionary Alliance in Eastern Canada will soon be situated in Burlington.

In March, 1960 St Elizabeth's Anglican Church was founded as a Sunday School in Elizabeth Gardens School, to serve the area east of Appleby Line Rev F W Etherden has been rector since 1962

A stirring ceremony took place in May 1961 when a 30 foot wooden cross in front of St. Christopher's Anglican Church was removed and carried down New Street by men of both congregations to mark the spot where the new sanctuary would rise.

The new St. Elizabeth's Church at Bromley and Hammersmith was dedicated January 28, 1962 and growth of the parish has been steady since then

Another comparatively new church is St Stephen United, located on Parkway Drive north of Mountainside Park The congregation is presently led by Rev Donald McLean.

Groups still meeting in area schools are the Christian Science Society at Glenwood School and Pineland Presbyterian Church in Pineland Public School on Meadowhill Road Founder of this congregation in 1964 and present minister is Rev Alex J Morrison Members of the Church of Jesus Christ of Latter Day Saints meet in the Lions Hall

Burlington's newest Catholic Church is St. Gabriel's on Parkway Drive The first parish Mass was celebrated in St. Gabriel's Separate School in 1962 and at first it was a mission served by priests of St Stanislaus Hamilton Polish parish.

In November 1963 Father Edwin Lapinski a long-time assistant of Father J D Cupiga, the founding pastor (from St. Stanislaus) was named first pastor and he continues to serve in this capacity The new parish is composed of 475 families, 150 of which are Polish

In the same general area is a new Anglican church St. Philip's, at 1525 Mountain Grove Dedication of the sanctuary took place January 31 1965, following two years of meeting in area schools. Rev J H. Bielby is rector of the church which numbers 175 families on the roll.

The individuals and organizations that support these various churches are too numerous to mention, but without their help and faith the work of their ministers and priests would be in vain

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Avenues of Transport

PART I—RAILWAYS

History of the railroads in this part of the country dates back to an 1832 meeting in London, Ontario, which petitioned the government to grant a charter to build a railway from Burlington Bay to London. Lack of sufficient capital in the province to finance such an undertaking delayed matters for more than a decade. By the 1840's the situation had changed greatly and construction of the nation's railways proceeded rapidly in terms of mid-nineteenth century standards.

The first tracks laid through Wellington Square belonged to the Great Western Railroad. Begun in 1847, the railroad took seven years to complete and was finished here about 1854 with a line laid through the northern part of the village. There were also great celebrations when the G.W.R. laid the final tracks between Niagara and Windsor in 1854. The first through train passed between Toronto and Montreal in October 1856 with the completion of another line, the Grand Trunk Railway.

The trains drew curious crowds at first. Diarist George Thomson mentions seeing a locomotive running on the Hamilton to Toronto railroad in November 1854. Later he noted with dismay (plus facial injuries and a broken axle) that during a trip to Hamilton he was pitched out of his wagon by his horse taking fright at rail cars and a locomotive in front of them.

The coming of the railroads opened up developments throughout the whole countryside and brought prosperity to many although communities such as Wellington Square and Port Nelson, dependent on lake freight, did not welcome the advent of the railroad too warmly at first. Business fell into a humdrum rut until the onset of the "lumber fever" a few years later. In the late 1860's the railway had begun to compete successfully with lake schooners and soon plush lined railway cars were taking business from the steamboats and stagecoach lines which had monopolized passenger service along the lakefront. By 1874 almost all of the important stage routes had been abandoned.

Railroad tracks were laid across Burlington Beach in 1875, and this shuttle service greatly improved industrial transportation at the head of the lake. A newspaper clipping dated March 19, 1874 says "Yesterday the Halton by-law granting $65,000 to the Hamilton and North Western Railway was carried by a majority of 257." (Burlington voted 82 for and two against.)

The Halton County Atlas said of the complex railway facilities in 1877: "The Grand Trunk Railway runs through the northern extremity (of the county) from east to west and the Great Western through the south. The Hamilton and North Western Railway cuts it diagonally from Burlington to Georgetown and the Credit Valley Railway is partly constructed, which will divide it in the opposite direction."

The railway came none too soon, according to the Atlas. "Truth compels us to say that the roads are, as a general thing, only fit for travel in summer or when covered with snow. At other times the mud is something to be remembered with anything but pleasure by the unfortunate traveller."

Speaking of railroads that passed through Burlington, the Atlas notes that by 1877 "The railway advantages here are unusual as both the Great Western Railway and the Hamilton and Northern R.R. pass through the corporate limits, thus giving a railroad in all directions. These facilities being duly recognized the village will doubtless rapidly increase its present population of 1,400. The last school census did indeed figure up to 1,600 but as the H. and N.W. R.R. employees were then working in the village, doubtless 1,400 is nearer the number of permanent residents."

In August 1882 the Grand Trunk Railway acquired control of the Great Western Railway and became the competitive threat to the Canadian Pacific Railway still under construction.

A lucrative line, the Toronto, Hamilton and Buffalo Railway began operation around the turn of the century. In 1895 Burlington's reeve and clerk were authorized to sign a petition to the Dominion Government asking for a grant of $5,200 for the proposed T.H. & B. Railway.

In 1897, 55 residents signed a petition to Nelson and Burlington councils asking that some action be taken to further secure the safety of the travelling public at the G.T.R. crossing at Freeman, and the G.T.R. was duly "notified of the nuisance of their trains stopping on the public highway at the Freeman crossing and asked to stop it." In 1899 council corresponded with the railway committee of the Privy Council regarding the need for a gate at the Brant Street crossing of the G.T.R. "to ensure the safety of the travelling public."

Council records show another letter sent to the Grand Trunk Railway in 1904 in which Reeve William Kerns requested the G.T.R. to

LEFT: WAITING AT THE OLD STATION—MAPLE & WATER STS. —[illegible]97

BELOW: A STEAM ENGINE AT FREEMAN STATION, [illegible]

have a morning train stop at Burlington Junction to pick up passengers. It is not recorded how successful the [illegible] was [illegible].

The G.T.R. was granted the right in 19[illegible]6 to cross Brant Street with a switch to be used for the handling of fruit and car loads of perishable goods. Some of the early industries in town were built close to the railroad tracks since they were dependent on the railway to transport their raw materials and finished goods. The Canadian National Railway system acquired the Grand Trunk Railway in 1925.

There have been several railway stations in the Burlington area. For many years the Hamilton and North Western station was located just north of the Brant Inn above Lakeshore Road on the [illegible] of the railroad line. There was also the station at Freeman which burned down April 1[illegible] 1904. The earliest mention of this station is in the canal light house keeper's diary in 1857. "William left for Wellington Square station."

A temporary building was used until the present red brick station was built. At Brant Street all switches were handled from the tower which now is used for operating the gates. Harry Blan was agent of the Freeman station at the time and Chester Fathergill was night operator. This point was known as Burlington Junction and is now the local C.N.R. station.

Today the old steam locomotives are gone, more spur lines are being built to accommodate the industries, and diesel engines haul piggy back carriers and refrigerated cars. It is a far cry from the pioneer days of the wood burners chugging their stately way past the town.

PART II—RADIAL LINE

Many Burlington residents remember the electric cars of the radial line, which proved a vital link with Hamilton. Workers and shoppers used the cars daily along with students attending classes in the city. The first official steps towards the construction of the line were taken in May 1894 when the Legislative Assembly of Ontario passed an act to incorporate the Hamilton Radial Electric Railway Company. Then the fun started! The radial company wanted the right-of-way over certain streets and Burlington businessmen favoured various other routes through town. The Burlington Library has a copy of one of the petitions dated 1896 in which council and owners of property along Water Street asked for construction to begin along their choice of route while the Radial Company favoured Ontario Street.

W. G. Pettit was Reeve of Nelson township in 1896 when by-law 575 was passed "To grant certain privileges to the Hamilton Radial Electric Railway Company." They were authorized to survey, lay out, construct, maintain and operate a railway from Hamilton to Burlington (across the Beach strip) and through Nelson township. The route through each municipality had to have a two-thirds vote of each Council before the right-of-way could be approved. As though in anticipation of trouble, the by-law stated that disputes between the company and Council were to be settled by the County Judge of Halton who would act as arbitrator.

There were disputes over the right-of-way along Elgin Street, New Street versus Water Street, and opposition to the railway crossing Church Avenue (Elizabeth Street). When construction finally got under way in 1898, ratepayers objected to the freight shed started on Elgin Street, and the company was given one week to remove their equipment. When the company declined, council gave notice that it would remove same to the public pound at the expense of the company by April 11. A special meeting of council was held April 6, to read a letter from the radial company regarding the proposed site for the station and freight shed.

Once the arguments were settled and the radial line in operation, riding the electric cars became part of the town's way of life. The route finally settled on was from Hamilton along Wilson Street and Birch Avenue, then across the Beach. In Burlington it ran beside the hydro towers from the Brant Inn up Maple Avenue to what is now Elgin Street, and on to Brant Street. The station was located where the town parking

A RADIAL CAR AT THE QUEEN'S HOTEL—ELGIN AND BRANT STREETS

lot is on Brant Street, alongside Watson's Jewellers and the line continued through Lions Park where the car barns were. By 1904, the radial cars were running along tracks from Burlington on the north side of New Street as far as Oakville. This section never paid its way as well as the heavily patronized leg to Hamilton and tracks were taken up when service on this part of the line was abandoned in 1925. An observer of the Burlington scene said at the time, "It might possibly have been more successful had it been extended to Port Credit from Oakville and thereby made a direct connection with Toronto." Today some of the connecting bridges can still be seen along the north side of New Street.

The radial line was used not only for passenger service but for transporting freight such as a carload of stone which cost $2.50 to haul. Radial sidings were approved and a switch ran down John Street to the coal yard of P. C. Patriarche and the premises of the Burlington Canning Company. Early rules of the company provided for public waiting rooms, "passenger cars with all modern improvements for safety and comfort, including lighting and heating and they shall each day (not including Sunday) run at least six passenger trains each way."

Rates for any distance less than three miles were five cents and for any greater distance two cents per mile. For the return trip from Hamilton to Burlington, it was 25¢ and 30¢ for a return trip from any point on the line east of Burlington. (The Guelph Line was the town boundary.) Speed was restricted to less than 15 miles per hour and "Every car running over said railway shall after sunset carry a white light in front and a red light in rear conspicuously placed as a signal light, and every car or train shall be provided with a gong or bell which shall be rung when approaching every public crossing."

Over the years there were disputes over rates, schedules, and trains stopping in front of driveways. At various stages mention was made of other companies putting lines through different sections of the Province. At one time Sir Adam Beck and the Ontario Hydro conceived the idea of an electric railway from Toronto to Niagara Falls. Nothing ever came of it.

The radial cars served Burlington from January 1897 until January 5, 1929, when the service was discontinued in favour of buses. A romantic era had ended.

Old timers who have used both means of conveyance would cast their votes in favour of the electric cars any day.

PART III ROADS AND SIDEWALKS

At the time of Confederation in 1867, Wellington Square was a rustic and almost entirely isolated village and its few streets were roughly paved with stones gathered from the beach. According to old accounts of council meetings, road-building and repairing was the biggest headache the politicians had.

Authors of early days had many harsh words about the road conditions of Upper Canada between villages or clearings. A traveller writing in 1837 said: "The roads were so bad that no words can give you an idea of them. We often sank into mud-holes above the axle-tree, then over trunks of trees laid across swamps, called corduroy roads. A wheel here and there, or broken shaft lying by the wayside, told of former wrecks and disasters. In some places they had, in desperation, flung huge boughs of oak into the mud abyss, and covered them with clay and sod, the rich green foliage projecting on either side."

Passengers had to grasp an iron bar in front of the wagon to keep from being hung out on the bumpy road. They were unable to get out and walk because the borders of the so-called roads were tangled, untrodden bush infested with rattlesnakes and insects. Sometimes there was no road at all, merely a blazed path with the trees on either side as the only guide to the traveller.

No one moved very far during the wet spring or hot summer months unless it was absolutely necessary. Autumn was harvesting time and so it was not until routes were hard and snow covered during the winter that they were busy with sleighing parties or farmers selling their crops and gathering the coming year's provisions from a distant trading post.

Before the first settlers arrived, Indian trails wound through the forests which covered Burlington. These were later used by the pioneers as the first roads and some of the descendants of these can recall hearing of trails such as one leading from Dundas to Toronto. The pioneer Isaac Van Norman built his home at Appleby where the South Service Road is now, facing an Indian trail. He was so sure it would become the main road that even after the Middle Road was built he continued to use the trail and carried planks in his buggy to bridge the culverts.

Legend has it that an Indian trail lay close to the present Guelph Line. There is evidence of another trail from the bay northward. D. W. Smith, surveyor-general, lists in 1792 "a sawmill-gristmill on a creek that empties into the head of Burlington Bay near the road leading from the said Bay to the Mohawk's village". Plains Road was also begun by Indians and it wound its way to Burlington Heights, now part of Hamilton.

John Graves Simcoe, first lieutenant governor of Upper Canada, was responsible for the building of "Governor's Road" or Dundas Street, today known as No. 5 Highway. About 1795 a detachment of his Queen's Rangers cut the road westward from Burlington Bay to the Grand River but the section from Burlington to York (Toronto) was not built until the lands owned by the Mississauga were purchased in 1806.

Water transport was good so there was no need to hurry road building in these parts. When what now is No. 5 Highway was opened, the route was blazed several miles back from the lake shore to avoid the difficulty of bridging the wide mouths of the many creeks and streams and for greater safety in transporting troops and supplies in time of war. Governor Simcoe's road proved the wisdom of such planning in the War of 1812.

The old Mississauga trail along the lakeshore from York to the head of the lake was not blazed into a good road until later. The first mention of a Lakeshore Road appeared in the Upper Canada Gazette in 1804 when the government called for tenders for the construction of roads and bridges from York to Burlington Bay. Four years later the *Gazette* was urging the government to complete the section from the Credit River to the head of the lake.

On October 8, 1811, seven magistrates sitting at the Home District quarter sessions approved the first cross-country road in this area, from Burlington Beach to Dundas. An old map shows that the road came across the beach to the present North Shore Boulevard, went west to what today is Shadeland Avenue, from there to Plains Road, west to Waterdown Road, north until it intersected the Old York Road, and proceeded from there to Dundas.

The first roads were not financed by legislative grants but were built by the Imperial government as military thoroughfares or at the expense

of settlers or traders. The North-West Company for instance contributed large sums of money towards improving Yonge Street in Toronto. Between 1825 and 1850 gravel or plank roads were built and designated toll roads. These were an improvement over log or corduroy roads, since the roadbed was drained and bridged and steep hills reduced in grade. This type of highway was usually laid out in straight lines, surmounting obstacles instead of going around them. Plank roads were satisfactory at first but variations in lumber and the condition of the roadbed made constant and expensive repairs necessary, particularly after heavy frost. Joint-stock companies in charge of the toll highways were authorized to collect tolls and they agreed to keep the roadbed in repair which they seldom did. At least these roads had a better foundation than earlier ones. When troops built the first sections of the Governor's Road, they just chopped off the stumps close to the ground but when Col. G. T. Denison supervised construction of the road between Toronto and Burlington he took the more radical course of tearing the stumps out by the roots.

The first stage between York and Niagara began its run in 1826, charging £5 for one passage and it took at least 17 hours to cover this route. During the coaching days, the most famous line of stages was William Weller's Royal Mail line of four-horse coaches, bright red vehicles with the Royal coat-of-arms emblazoned on the side. It was an established pattern that fresh relays of horses had to be provided at each 15-mile interval. It was not until 1842 that a daily line of stages operated across the province from east to west. The largest coaches could carry 16 passengers when the roads were good.

The statute labour law of 1795, first of its kind, provided that every landholder might be required to work on the roads from two to twelve days as directed by the area pathmaster. This law was found to be unjust since landlords who owned an entire township were taxed no more than a person owning a few acres. After a few years, a scale was arranged according to assessment, which varied from time to time. The work of opening roads was retarded for a time by the Clergy Reserves and by absentee landlords who at first were not required to perform road work. Later when many of the main highways became toll roads maintained by private companies, municipalities were able to apply the statute labour laws to the less important roads.

When Caleb Hopkins was Nelson township chairman in 1856, William McCay was township clerk and commissioners were Peter Fisher, Francis Hamburgh and James Cleaver; much of their deliberations revolved about road business. There were 39 pathmasters in Nelson township at that time, each assigned to his own numbered road district.

They supervised the building and repairing of bridges, hauled stones and logs to fill swamps, had holes in the roads filled up, graded and gravelled when necessary, cut new roads through the township and sold the timber. Pathmasters also had to keep accounts for materials purchased by various men working on the roads. The law by that time provided that every male inhabitant of the township between the ages of 21 and 60 years was liable to two days' statute labour on the roads. Further, more days were exacted according to the assessment rate on the property; e.g. at more than $300 and not more than $500, three days' work, etc. If physically unable to work, an individual paid the pathmaster 75c for each day's labour not performed. One had to turn out when called on by the pathmaster, with three days' notice, to work in one's division. Fines and jail sentences were levied against those who refused to either work or pay for the labour.

Items such as these appeared in Nelson township minutes: "The road committee reported again . . . two culverts crossing the highway at Port Nelson and the creek are closed. . . . We think there is sufficient statute labour . . . to complete the work." Many farmers in the area belonged to the Guelph Line Road Company.

As road construction improved, acts were passed in the legislature "to regulate travelling on Public Highways". These early traffic laws prohibited racing: "No person shall race with, or drive furiously, any horse or other animal or shout or use any blasphemous or indecent language". Signs were erected on any bridge exceeding 30 feet in length saying "Any person or persons riding or driving on or over this bridge at a faster rate than a walk, will on conviction thereof, be subject to a fine".

People still used "shank's mare" a great deal and it was not uncommon for enthusiasts to walk from Burlington to Hamilton, or to Waterdown on a Sunday afternoon. The story is told of a woman who walked to Hamilton to shop for a hat. When she couldn't find what she wanted, she walked on to Dundas. It is not recorded if she had enough energy to walk home again. Another story is told by a member of the Fisher family about an incident which took place on July 1, 1868, the first anniversary of Confederation. Two brothers were sent out to the barn to grease the wagon wheels. Later the family drove as far as the Middle Road at Freeman where a wheel fell off. The boys had forgotten to replace a nut. They walked home, found it in the barn and returned to fix the wagon and continue on to Hamilton. They thought the trip worthwhile. The speaker at Dundurn Park that day was the Father of Confederation, Sir John A. MacDonald.

In 1894 the Good Roads Association came into existence in Ontario and it aroused great interest in improved methods of road construction. By 1898 the first automobiles made highway improvement a national necessity but it was almost 20 years before Burlington had its first paved roads.

GRADING THE WALKER'S LINE

Lakeshore Road, as we know it today, has been changed and diverted over the years as the water rose or the lake bank eroded. The Halton County Atlas of 1877 shows streets in the Village of Burlington which no longer exist. South of Lakeshore Road (or Water Street as it was called until a few years ago) another road is shown, called Front Street, which also ran parallel to the lake. Green Street, Market Street, St. Paul Street and Guelph Line all extended to the vanished Front Street. Another road now under water was Port Street. It was between Beaver and Market Streets on the south side of Water Street. The only indications we have of these roads and the surrounding lost property which included a market square, are the black and white painted guardrails at the end of Green, Market, St. Paul Streets and the Guelph Line which prevent cars from driving on into the lake. Two inns were on the lakeside and a third, the Royal (because it was owned by a Mrs. Royal), was located at the northeast corner of St. Paul and Water Streets. The building is still there, although completely renovated. The other two inns disappeared with the rising water of Lake Ontario.

Several miles east along the lakeshore in the vicinity of Secord Lane and Kraft's Lane there was, south of the present highway, another road which disappeared with erosion and the rising lake. When the original lakeshore road was washed away (some say it took a stagecoach with it in the dark of a stormy night) the present road came into being. Legend says that Laura Secord was given property in this area as a reward for her service to the Crown in the War of 1812.

The main north-south roads ending at Lakeshore Road are part of the old survey of Nelson township. Guelph Line (it led to Guelph), Walkers Line (named after the Walker farm), Appleby Line and the Town Line (Burloak Drive) are all exactly 1¼ miles apart.

In 1912 the lake rose to such a level that it was found the Lakeshore Road near the Guelph Line was dangerous in spots and "unfit for public traffic and very expensive to maintain". The township blocked it off in places and gave land to owners of adjacent property in exchange for "a sufficient portion of land running through their properties for a new highway 66 feet wide". Considerable dissatisfaction resulted in some cases and arbitration and expropriation were necessary before the road could safely be re-routed.

Maxwell C. Smith, later to be the town's first Mayor in 1914, was proud owner of the first car in Burlington. Bought in 1902 it was a single-cylinder Rambler, painted fire-engine red, and townsfolk looked on in awe as he chugged along Brant Street at 20 miles per hour. Local legend gives "Mac" Smith credit for the white lines which now divide the highways. They say that people were watching concrete being poured for the new Toronto-Hamilton highway in 1914 and wondering, "How are we going to stop cars from hitting each other when they go around the bend?" Smith simply said, "Paint a white line down the middle," so they did.

The appearance of the main highways changed very little until after World War I when, with the great increase in motor traffic, gas stations with their pumps began to replace blacksmith shops and watering troughs. One of the first concrete roads in Canada was the Toronto-Hamilton Highway (now Highway 2) commenced in 1914 and formally opened November 24, 1917. The cost was $1,250,000 or approximately $30,000 per mile.

First mention of the section to be laid through Burlington along the lakeshore was made in January 1913. At that time council introduced a petition signed by property owners endorsing the government's plan and "praying that we take the necessary action to further the proposal and assume our share of the obligation". In 1914 council took the stand "that the provincial government should build main highways, assisted by frontage rates in the communities they passed through and that the Lakeshore Road which connects the cities of Hamilton and Toronto and serves a population of over half a million people and which at present is in a deplorable condition, should be the first provincial highway constructed".

There was much contention about the route the new highway would take through Burlington. At the first meeting of Nelson township council in 1915 it was noted that "we have learned with a great deal of surprise and regret" that the highway commission planned to run the new road

down Brant Street instead of along the Bay Shore where the township wanted it.

On January 27, 1915 in Judge Monk's chambers in Hamilton, Commission and Township presented their cases about the route and a compromise was reached. Since the Bay Shore route was unsatisfactory to property owners near Freeman and in the northern parts of the township, and the Brant Street route was not favoured by Hamilton and parts of East Flamboro, the route by the Bay Shore, up King's Road and along Plains Road, approved by most of the municipalities, was the one decided on.

The cost was divided between the Province of Ontario, the municipalities of Toronto, and Hamilton and the townships and communities on the route. The lakeshore route was selected in place of Dundas Street, a longer thoroughfare with numerous hills, or the Middle Road which at that time was not regarded as being of too great importance. No. 2 highway, sometimes referred to as the "father of all Canadian highways" was taken over by the Ontario Department of Highways on April 14, 1925.

Completion of the Toronto-Hamilton highway spurred development of macadamized roads and Burlington's Council was urged by residents to build a permanent surface on New Street and Brant Street and effect improvements elsewhere where needed. An estimate of the cost of a cement roadway on Brant Street from Water Street to the Plains Road was finally obtained in 1922. The road across the beach strip was paved in 1923 and by the end of the 1920's work on town streets was completed. Houses were numbered in 1925 and street signs positioned in 1926.

July and August 1966 saw the reconstruction of Brant Street from Lakeshore Road to Caroline Street with new sidewalks, road, street lights and underground services. New Street was widened to four lanes and given a sidewalk from the Guelph Line east in the mid-1960's, the work carried out in stages over several years.

The Middle Road, originally an Indian trail, was first known as the Iroquois Road. It was surveyed in 1806 and a rough corduroy track built. The later and existing route was established in 1838 by pioneers who dug the ditches and graded the road. Later a stock company gravelled it and tolls were charged. It took 35 to 40 years before a good quality road was built and named Nelson Gravel Road. In 1931 as the Middle Road it became an alternate route to Hamilton midway between Dundas Street and Lakeshore Road.

Known now as the Queen Elizabeth Way, it was originally intended in 1934 to be a 40-foot pavement, similar to the Lakeshore Road. The following year it was decided to make it a divided highway with a centre boulevard. The first section built was from Highway 27 to Niagara Falls

and was officially opened to traffic on June 7, 1939. Dedication ceremonies were held at the Henley Bridge near St. Catharines and present were their Majesties King George VI and Queen Elizabeth, who were visiting Canada at the time. By 1956 the Q.E.W. connected Toronto with the Peace Bridge at Fort Erie and in September 1960 the section between Toronto and Hamilton became a completely controlled-access highway.

Burlington boasts something novel in the way of a roadway. King's Road, which includes a magnetic hill. The hill is an optical illusion whereby an automobile apparently backs up the hill by itself and ditch water seems to be flowing uphill. Burlington's "magnetic hill" may be located by going north on King's Road past the town dump on the left side. The road curves to the right, down a hill, up again and down another hill. On this second hill the illusion occurs, provided a car is parked in exactly the right place.

Burlington possesses its full share of cloverleafs, overpasses and interchanges. In 1958 Water Street was renamed Lakeshore Road and part of the Queen Elizabeth Way through Burlington is still termed Plains Road. Seven provincial highways now run through town, the Q.E.W., Highways 2, 5, 6, 20, and 25 and the Hamilton-to-Toronto, Chedoke Expressway-Highway 403. To the north of Burlington is the MacDonald-Cartier freeway, Highway 401. The Ontario Department of Highways contemplates widening the Q.E.W. to 10 lanes and extending Highway 403 to connect with Highway 401 west of Highway 27 at the western edge of Toronto. Highway 5 may be widened to four lanes.

Governor Simcoe would never know the place were he able to return to appraise the changes that have occurred since he laid out the first roads in 1795.

In common with other Ontario towns, Burlington in the late 1800's had wooden plank sidewalks. As early as April 2, 1855, Nelson by-law 75 was passed to assess certain portions of the Township in the area affected, for laying a "plank sidewalk from William Bunton's brick shop on Water Street . . . to the station of the Hamilton and Toronto railroad opposite the residence of Joshua Freeman, Esquire."

Sidewalks were an improvement over walking on the dusty or muddy road, but they required constant upkeep, and council was often sued by people who had stepped through rotten planks or who had been struck by loose boards flying up and hitting them. Burlington council had a Roads and Sidewalks committee whose duties were many and varied. For example, in one short period in 1896 they had to deal with and remove (if thought best) a certain pine tree on Guelph Line, put a crossing down "at once" on Brant Street in front of Hurd's gate, replace sidewalk sections on Water Street, and lay new ones on Brant Street

opposite the Queen's Hotel, and on Guelph Line between Water and First Streets. Then they ordered stone to repair bridges on Water and Pearl Streets.

In 1899 walks were built north on Guelph Line to New Street and a section replaced near the Glover Basket Factory at Freeman. It was a never-ending job for village workers. Finally in 1900, council decided to get estimates on the new type of granolithic sidewalks and meanwhile they replaced walks in front of the post office, from George Allen's shop at Pine and Brant Streets to Caroline, and sections in front of Dalton's and Renton's.

On the matter of permanent sidewalks, council minutes record a letter from the Royal Artificial Stone and Paving Company of Guelph, asking for the privilege of tendering for concrete walks if any were planned in 1902. Council still hedged, although they discussed the matter of raising money by debentures for new walks, while they went ahead grading James Street from Brant to John Street and repairing boulevards on Brant Street, "the owners of the property to pay for the planks".

By June, petitions had been received by council from several persons asking for concrete walks on Brant and Water Streets, so a special meeting was called on the matter and more petitions poured in from residents in the downtown area wanting the modern walks in front of their property. Tenders were called in August and then council had another problem. A Guelph firm put in the lowest bid and the highest, 14c per square foot, was from a local man. One councillor moved that he be engaged to lay the walks so as "to employ Burlington labour as far as possible". A heated discussion ensued, council adjourned for a week to think it over and then the low tender of 11½c per square foot was accepted. The Guelph firm was requested to charge for cement curbs as if the curb was an extra foot of sidewalk, and council arranged to borrow $1,500 to pay for the walks.

One of the first granolithic crossings was laid at Water and Elizabeth Streets. The entire plank walk from the Brant Street schoolhouse to the G.T.R. tracks was termed a menace and was completely removed to make room for a cement walk. A firm from Simcoe was hired in 1904 to build further walks and crossings as the petitions continued to pour in. Walks were laid on those streets where requests had been signed by ratepayers and, since everybody wasn't in favour of paying for the new-fangled cement walks, council threatened to make it a ruling "that on any streets where sidewalks are worn out and parties refuse to sign for a granolithic walk, board walks be built and the cost be charged to the property fronting the walk."

A court of revision dealt with sidewalk disputes and by 1915 most of the arguments were settled. By then, more pressing matters such as sewers, watermains and plans for paved streets claimed the attention of officialdom.

M. C. SMITH'S COUP

The Roads and Sidewalks committee also had to turn their attention to the waterfront on occasion. They decided in 1901 to build steps down the bank to the lakeshore on Pearl Street, so that the public could get an approach to the lake, the cost not to exceed $15. The commissioner was told to hurry and build the steps "so the public can use them while the water is warm". The townspeople enjoyed the swimming right at their doorsteps, so much so that in July, 1908, council sternly resolved "that the clerk procure cards forbidding bathing in the lake along the shore of the Village of Burlington, unless bathers wear suitable bathing suits, on penalty of a fine of $5".

In May, 1906, estimates were sought for building a crib to protect the lake bank on Water Street that was threatening to collapse. In August two councillors went to Toronto to inspect timber for a proposed breakwater at the foot of Burlington Avenue. The pounding of the lake was becoming so severe that two years later, David Henderson, M.P., was urged to ask the Dominion Government to build a cement breakwater "along the shore of Lake Ontario in and adjoining our village boundary to protect the shore from being washed away".

The request brought no action. In 1909 Reeve M. C. Smith petitioned the Dominion Government again, through the Hon. William Pugsley, Minister of Public Works, again with no encouraging results. Two years later storms were still washing over the highway and Reeve Smith worried a great deal about it, knowing that the town couldn't afford to build a wall without financial help. He privately conferred with an engineer friend and had a complete set of plans for a proper revetment wall drawn up which he took with him to Ottawa.

The new Minister of Public Works was known to him and when he reached Ottawa he found he had met the minister's secretary some years before at Winnipeg.

The federal government had never spent money on local improvements except for harbours and docks for ocean-going vessels. The young secretary was unaware of this. In the absence of the minister the secretary told Smith the chief engineer would have to approve the plans first. When the engineer was confronted with what appeared to be official plans sent down from the office of the Minister of Public Works, he assumed they had been passed and he added his approval without question. When the Minister returned, Smith told him the chief engineer had approved the plans. The minister assumed they had been passed and he signed them too.

The subsequent revetment wall built along the waterfront was the only breakwater the federal government ever built for other than an ocean-going port. Sparks flew around Ottawa but the wall had been built by then and the government was committed. An addition was built at the foot of Brant Street in 1926.

PART IV—SKYWAY BRIDGE

Burlington Bay Skyway, the largest bridge constructed by the Ontario Department of Highways was officially opened by the Hon. Leslie Frost, Premier of Ontario, on October 30, 1958. Steady streams of cars and trucks use this vital span on the Queen Elizabeth Way, while under this traffic, pass lake and ocean vessels from seaports of the world.

The history of Burlington Beach dates back to the 1700's when John Graves Simcoe, Lieutenant-Governor of Upper Canada, purchased the sandy strip for 100 pounds in goods from the Mississauga Indians, to be used as a link in the military road from York (Toronto) to Newark (Niagara-on-the-Lake). In later times, for decades ships passed through a channel built in the 1830's and wagons crossed the channel on a scow or on a swing-bridge. Then came the age of the automobile and speed. Until the opening of the Skyway, the Burlington Canal was the cause of traffic tie-ups whenever the swing-bridge on the Beach highway was raised for the passage of a ship.

The number of highway traffic interruptions increased with 1952 when a freighter demolished the northern leaf of a bascule-bridge over the channel. It was replaced by a temporary structure, and ship traffic was restricted to one half of the channel. Mile-long queues of vehicles on both sides of the channel were a common sight on weekends when as many as 30,000 cars a day passed this point which had a capacity of 900 cars an hour.

There was great interest as the concrete supports for the new bridge went up and the steel spans were eased into place. In 1958 Burlington was apprehensive lest the bridge would not be named after the town. Burlington Jaycees presented a petition to Highways Minister F. M. Cass recommending the name "Burlington". Premier Frost in September agreed that the bridge would be officially named the "Burlington Bay Skyway". As time passed the bridge came to be known merely as the "Skyway".

When the Skyway was completed, the centre span was 120 feet above the harbour entrance; it was 4.37 miles long and it had cost $19,000,000.

Newspapers reported that plans for the bridge had been in progress since 1954 and the Burlington *Gazette* added, "Premier Frost at the opening put an end to 40 years of muttering, grumbling and cursing by simply cutting the ribbon to open the span."

THE BURLINGTON BAY SKYWAY NEARS COMPLETION, 1958

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Services to the Public

PART I—POSTAL SERVICE

Communication of any kind was a major problem in pioneer days when there was no government postal service at all. It was the receiver and not the sender who had to pay the charges for the delivery of a letter with the result that many letters were unclaimed because there was no money to pay for them. In "Halton's Pages of the Past" author Gwen Clarke notes that much heartache was caused these pioneers in a strange land longing for news from home and unable to collect the letters that awaited payment of postage.

Emigrants sometimes went to the local post-office, homesick and eager for news from their home country mostly the British Isles, and on finding that three letters would cost as much as five or six shillings, would turn away in despair. One post office in the early 1900's had 48 unclaimed letters on hand and a notice hung in the office saying that if the mail wasn't picked up and paid for by a certain date, it would all be sent to the dead letter office.

Letters from home were prepared as far as the coast and then were sent across Canada in various ways — by bateau on the St. Lawrence, by government schooner across Lake Ontario, by stage coach on land and by courier or private messenger on foot or horseback until the mail finally reached the recipient.

By 1816 there were still only nine post offices served by mail coach in all of Upper Canada. Roads were bad beyond description.

When the mail coach, painted a bright red, reached the post office, the driver blew a blast on his horn and threw the mailbag to the ground. The postmaster took out what was addressed to his district, put in the outgoing mail and returned the bag to the driver.

A letter posted in England in autumn might, under favourable circumstances reach York (Toronto) by the following spring. Eventually, mail in Halton County was dispatched along the lakefront five days a week. By 1846 Wellington Square (Burlington) had a post office, "with post every day." Hiram Smith was postmaster and T. Cooper ran the post office in Nelson.

By the end of the 19th century Nelson township was dotted with post office stations at Burlington, Port Nelson, Freeman, Ash, Appleby, Tansley, Nelson, Zimmerman, Lowville and Kilbride. Postal reform in 1898 brought about penny postage, a great relief to many who had been unable to afford the luxury of writing letters.

Burlington's post office was on Water Street, next door to where Farrante's tailor shop now stands. Postmaster W. Peart presided over a tiny frame building which was a gathering place for people to stop and gossip.

An incident which was recalled with amusement concerned a villager who was often bad-tempered with the children. One day he was in the tiny crowded post office, loudly arguing politics with his neighbours. The children sneaked up outside and closed the window on his coat-tail, so that when he tried to walk away, he was caught tight. "We made our own fun in those days", recalled Miss Nellie Morrow.

Port Nelson had its post office in the early 1900's in the store at the corner of Water Street and Guelph Line. William Douglas and Hugh Cotter were responsible for its construction and the building with the cut-off corner became a landmark. T. Bamford followed Hugh Cotter as postmaster of Port Nelson.

A story is told about John Waldie, who was a friend of Mr. Bamford's. In those days a postmaster's salary was based on the number of stamps he sold, so it boosted Bamford's prestige and wages when Waldie bought $400 worth of stamps from him each year. Eventually, postal authorities requested Mr. Waldie to patronize his own post office in Burlington, where his business was located.

By 1913 Burlington had a more commodious post office on Water Street and was on the verge of becoming a town with its population of over 2,000. Council petitioned the federal government for a larger and more suitable building but the outbreak of World War One caused postponement of all non-essential government projects.

By 1927 Audrey Peart was postmaster, succeeding his father. There were two other post offices at that time, one at Port Nelson run by George Brown and the other at Freeman under William Cannon.

Burlington finally got a new post office in 1937, an attractive stone building on Brant Street. Fred Ghent was appointed postmaster. When house-to-house delivery was begun in Burlington, it was made easier by the numbering of houses in 1925 and erection of street signs in 1926.

The 1937 post office was built next door to the old library, a gift to the town by John Waldie, which eventually became municipal offices. Both buildings were used as municipal offices after 1959 when the new post office was finished on Brant Street across from St. John's Church.

By 1966 there were 39 letter carriers and 3 rural routes. No other postal employee could boast the record achieved by George Greer who

retired as a rural mail carrier in 1965 after 35 years service. His father William, a blacksmith, had delivered R. R. 1 mail from 1908 using a horse and cutter in the winter and a Model T in the summer for the 18-mile trip. Times had changed by 1965 when the route stretched for 45 miles.

Even though postal operations have become more complex, 1966 postmaster Wallace Kirkwood carries on a tradition of service handed down from the days of the first building on Water Street.

PART II—FROM BUCKET TO SNORKEL: THE FIRE DEPARTMENT

The cry of "Fire" was a frightening sound to the early settlers who often lost, in a matter of minutes, homes that had taken weeks of back-breaking work to build. Since many homes were constructed of wooden planks or logs, there was little anyone could do to stop a fire once it started, unless there was a bucket brigade.

Of course, fire within proper bounds was a valued aid to the pioneers, not only for domestic purposes, but for burning off patches of land for farming purposes.

In the late 1800's when villages in this area were flourishing and dwellings were being built closer together, there was often danger of the flames leaping from house to house. A story is told about the day the Kilbride hotel burned in 1875. The home of Rev. D. C. Clappison of the Methodist Church, was situated temporarily in the house next to the hotel. The parsonage was in grave danger of catching fire because the wind was blowing that way. Folks rushed to save the furniture. Mr. Clappison calmly told them not to trouble themselves because the parsonage would not catch fire. The people stood and prayed with him, and miraculously the wind changed direction and the parsonage stood untouched. It was an impressive demonstration of faith.

During the 1890's, the Burlington Volunteer Fire Brigade was formed, and the first horse-drawn apparatus bought in 1893. It is recorded that the Engineer in 1855 was H. Lowe who was paid $21 per month for his services.

A bell had just been erected at the town hall which did duty as police office, "lock-up" and fire station. Inscription on the bell (which now stands outside the main library on Elizabeth Street across from the original town hall) reads "Erected by Burlington Council of 1894. Commissioners: George Blair, George Renton, O. S. Colbrain, P. N. Ogg, James Allen, Clerk and Treas. Thomas Atkinson, Reeve."

In 1895 Councillor Campbell moved that the first person ringing the bell in case of fire "receive a gift of $2," but the motion was defeated. Council did buy a clock for $10 for the bell tower.

Accounts paid to firemen and helpers were important items for council. "Mrs. John Henley and James Parkin were paid the sum of 35c each for watching ruins of a fire on Brant Street as directed by Chief Hatton". Bills of five dollars each were paid for services at a Zimmerman fire and at the Ocean House, a popular resort hotel at the Canal.

In the early days there seemed to be a constant turnover of chiefs. Fire Chief Hatton resigned in 1896, and L. Hennings was appointed in his place. The Lieutenant was Alfred Wills, and members were John Little, John F. Cline, George Galbraith and C. Blanchard. A few months later, Chief Hennings quit and John Tudor took his place with Richard Coleman his assistant.

In 1897 it was recorded that "Mr. Ogg moved that the Burlington Fire Committee purchase four coats, six pair boots, six hats, five pair gloves, one pole hook with chain attached, one roof ladder, one ladder suitable for fire purposes, one lamp and table for fire hall, one steel bar, four feet long, said items to be purchased in the cheapest market". They were, too, since the bill for boots, coats, and hats came to only $26.40. Council also approved "$1.15 for cheese and soda biscuits for firemen at the recent fire and $1 for matches". Matches?

The owner of the first team of horses that took the fire engine to the fire and returned it to the fire hall received $5. In case the team was not required, the owner received $1.50. Later on, hose reels were hand drawn by companies of volunteers.

In 1896-97 underground tanks were built in various locations in the village for water storage in case of fire. They served until the water works was built in 1909. For many years, Burlington's tall water tower at Maria and John Streets was a well-known landmark. It was 80 feet high at the outset and later another 20 feet were added. A cover was placed over the top and a little fence and walkway built around it. The old water tower was torn down and in 1956 the property became the site of the office building of the Inter-Urban Area Water Board.

Old accounts tell of a fire at a local lumber yard when the fire brigade lost 100 feet of hose. Council billed the lumber company. A volunteer injured at the fire was unable to work for ten weeks and was granted $20 by council!

There were rumblings of trouble in 1898 (unfortunately not recorded in full) and the brigade was asked by council to resign en bloc. The village constable was given charge of the equipment until a new brigade could be formed. He was authorized to call on any citizens to assist at fires. At the same time, council was presented with a bill of $100.55 for repairs to the steam fire engine and the commissioner was advised to appoint a "responsible person who would manage the fire reels". That may be a hint as to what the trouble was.

Every year Council had to deal with a long list of rebates on taxes charged for buildings that had burned. For example in 1901 Council approved a rebate to W. Kerns and Co. for a wharf and warehouse destroyed by fire.

Allan S. Nicholson served as chief in 1911 and as secretary-treasurer in 1914 when Charles Lyons was chief. The following year a deputation from the brigade asked Council to help pay expenses to the Annual Firemen's Convention in Thorold and were given $75.

In March, 1916 volunteer firemen in the west end of town asked for money to furnish a building for No. 3 company and were granted $25 to equip a storehouse and meeting place.

The first motorized fire truck was bought in September, 1916, and it greatly increased the brigade's efficiency. It cost $4,855 and consisted of one motor combination chemical and hose truck of two-ton capacity. No longer would it be necessary to pay men "one dollar for drawing fire engine to wharf." By this time the brigade was divided into three companies and had 36 men.

That fall the firemen were permitted to display the new Denby truck at Oakville Fall Fair provided they left a wagon with "hose loaded, and team harnessed for emergencies". The old hose reel was later given to the Peel-Halton House of Refuge at Brampton.

The new truck got a good workout on a windy night at the Beach when 14 two-story houses burned.

In 1918 the fire and light committee wished to install a signal siren fire alarm but decided the one purchased "is absolutely unsatisfactory and we will not accept same." A local family continued to attend to the ringing of the fire bell, a telephone having been placed in their home to notify them of the location of fires.

It was shortly after this that a special meeting of council was "abruptly adjourned when fire broke out on Councillor Koenig's premises."

Through the years the volunteer fire brigade has been active in town activities. In 1918 Tom Jocelyn, then secretary, was granted use of the unused town band instruments to form the Burlington Fire Brigade Band. For many years the firemen supported a drill team which competed with other fancy drill squads at the annual conventions. Under Chief James Wammsley the brigade raised funds and bought a $5,000 steel lifesaving boat in 1947 and moored it close to Spencer Park.

The Ontario Volunteer Firemen's Association convention was held in Burlington in the summer of 1923. Again in 1958 it was a gala five days with Tom Wammsley as host chairman.

BURLINGTON CITIZENS BAND

VOLUNTEER FIRE DEPARTMENT MARCHING BAND

Prior to 1900, hook and ladder companies were strictly voluntary. Members carried out their duties without remuneration, the social activities of the company being their satisfaction. In some towns fire-fighters were exempt from poll tax, from militia duty in peace time and from serving in the capacity of constable, juryman, or in any other office.

There was a spirit of camaraderie in the volunteer organization and much wholesome rivalry between the companies of the brigade was the result. Burlington firemen were constantly kept busy with the town band and sponsoring sports activities. As firefighting apparatus developed in efficiency and towns increased in size and population, more permanent arrangements became necessary.

Burlington's first fire station was an addition built on the town hall building on Elizabeth Street. The present station at Elizabeth and Pine Streets was built in recent years as was No. 2 station on Queensway Drive. The latter gave protection to Nelson township and became part of the Burlington department after the 1958 amalgamation. The station in Aldershot was constructed on Waterdown Road in 1959.

A station built in 1966 on Guelph Line is the new headquarters taking the place of the overcrowded Queensway Drive station.

The 1966 fire chief, Reg. Law, was assisted by three District Chiefs. Ian Olsen at No. 1, W. Inglis at No. 2 and George Nesbit at No. 3 station. Each station had a brigade of 30 volunteers and the department also employed 27 firemen and four dispatchers.

The 1966 fleet included eight units ranging from a 1942 Ford which pumps 420 gallons per minute, to a 1964 model with a capacity of 840 gallons per minute. There were in addition, panel trucks, a rescue van with underwater diving equipment, a station wagon used by the fire prevention department, a snorkel unit and approximately 20,000 feet of fire hose.

Still used in parades and often in demand for fireman's weddings is a 1923 Reo fire truck which is stored at the Aldershot station, but no longer in active service. The modern fleet is in striking contrast to the old hand-drawn hose reels, one of which can be seen at the Joseph Brant Museum.

PART III—LAW AND ORDER. THE POLICE DEPARTMENT

As mounting statistics on road accidents accumulate at the Police Department, we may think that traffic laws are peculiar only to the age of the automobile. However an early traffic law of Upper Canada was passed March 5, 1812 "to prevent damage to travellers on the highways of this province".

There were no policemen as such in the early days, but the laws were upheld by Justices of the Peace such as Hiram Smith and William Chisholm who served the Wellington Square district from 1850 to 1862. It is not known who was in office here to enforce the 1812 traffic law which said in part: "Whereas evil disposed persons travelling the highways in this province with sleds or other carriages, frequently do injury to His Majesty's (George 3rd) subjects whom they do meet on the highway, by not giving an equal half of the width of the road or beaten track, for the convenience of passing each other . . ."

To remedy "such evil practices" the Legislative Assembly of Upper Canada made it law for persons travelling in sleds or carriages to turn out to the right hand and give an equal half of the road to anyone they might meet coming the other way "for the more easy passing by each other without doing damage to either party's team, sled or carriage".

The law further said that anyone driving a sleigh must have affixed two or more bells to the harness, and if he neglected to do so, could be convicted either by confessing the crime or by the oath of one credible witness. He was then liable to a fine imposed by the Justice of the Peace, of ten shillings to be raised "by the sale of the offender's goods and chattels". Presumably the credible witness could have been the person who wasn't given his rightful half of the road, which surely must have led to some loud discussions in the courtroom.

Inability to pay one's debts was a serious crime. However if an insolvent debtor, detained in prison, applied to the court and swore by oath that he was not worth 5 pounds, he could be discharged or else a dollar per week for his support was to be paid in advance by his creditor every Monday.

There is considerable evidence that liquor was blamed for lawlessness in the pioneer days. Small wonder that the taverns became popular even though their privileges were often abused. A writer in 1830 moaned

that the expense on books imported from England added at least one-third to their price, but there was no duty on whisky.

Small grocery stores also served as drinking houses, although a law existed which forbade the sale of spirituous liquors by any but licensed publicans.

A writer of the early times in Upper Canada, Robert Gourlay, considered the law-breaking practice of smuggling tobacco to be worse than the problem of liquor, which he felt was declining.

Mr. Gourlay also noted that "another bad practice is declining, the vulgar practice of pugilism." He considered fighting to be "a transgression of the Law of God . . . which spreads animosities through whole neighbourhoods and townships."

In 1895, Joseph Anderson was the entire Burlington police department with a yearly salary of $365 for serving as village commissioner, constable and truant officer. Sometimes he served as lighter of the coal oil lamps installed in 1892. Occasionally he needed help to combat a crime wave in town. The 1895 council minutes read that "Reeve Richardson and Councillors Cleaver and Allen were appointed as a committee to endeavour to capture and convict the party or parties who have been breaking into dwellings and committing robberies in the village and that an order be drawn on the treasury for the sum of $100, to be expended as they may deem best for the above purpose."

The lone constable was never idle with his nightly duties as lamplighter and he was also a keeper of stray animals. Around the turn of the century he also had to "prepare the town hall for use on all occasions, provide a competent man in his absence, keep good order of the village, prevent improper conduct and arrest guilty persons for disturbing the peace, or being drunk and disorderly."

By 1898 there was a dog by-law on the books and the police officer was instructed to enforce it by making certain that every dog owner buy a tag or else be fined and have his dog destroyed.

There was one consolation in his job, however. Constable Anderson had an expense account. It is recorded that he received $1.25 for taking a woman prisoner to the Milton Jail, and on another occasion he got $1.50 for keeping a prisoner overnight.

One by-law which caused a good deal of bickering, was passed in Burlington in 1898 and the rest of Nelson Township in 1900. Any person "riding, driving or propelling a bicycle, carriage, wagon, or sleigh, other than carriages for invalids or children, on the sidewalks of the village or township," was liable to a fine of not less than $1 or more than $20, or if the fine was defaulted, a jail term of one to 20 days.

In 1904, Reeve Kerns was empowered to take such action as he thought best to abate the nuisance caused by rowdyism on the streets of the village. A reward of $10 was offered for information about vandals

who were breaking the globes on the new street lights and shooting holes in the library's glass door. Public morals were also an issue and notices were posted around the village warning that "loafing on the sidewalks, spitting on the sidewalks, riding bicycles on the sidewalks and discharging crackers or any other fireworks are strictly prohibited by this council."

To make matters worse, the old plank sidewalks were falling apart, and council had to contend with a series of lawsuits. Dr. Richardson was paid $1.50 for dressing a man's injured hand and two councillors, after talking with the man, managed to settle the matter for $80.25. A Burlington woman received $50 for injuries after a loose board flew up and struck her. Another woman got $15 when she fell on a defective sidewalk. Council soon "found it necessary to appoint an assistant constable."

A special meeting of council was called in 1908 "to consider the business of a woman who had fallen on a broken sidewalk while walking to church." She thought she was entitled to $80, but the final settlement was for $10. Wooden bridges also caused troubles as they began to wear out.

In 1901 a Mr. Henderson was paid $2 for "damages to harness done by his horse breaking through Rambo Bridge on Water Street." A cement bridge was built at that point in 1907.

In 190[illegible] the village had a mild smallpox scare and another duty was added to the one-man police department. Constable Sneath was ordered to see that a certain house was quarantined for 2 weeks, to tell the family to stop removing the placard from their door and remain on their own premises and then watch the house to see that no one left or entered. He also had to place a box in a convenient spot for provisions for the family and have the house disinfected to the satisfaction of the medical advisor.

It is not too surprising that there was a constant succession of constables. In 1911 Burlington hired and fired four of them in a space of a few months.

Some of the officers who served the village of Burlington before World War I were William Henderson, William Armstrong, William Greene, John Troughton, Allan Mitchell Sr. and William Tufgar (whose salary was $800 a year). In 1914 Burlington became a town. Leo J. Smith was appointed constable in 1916 and he was Chief of Police for many years. The year 1916 witnessed the first telephone installed in the police office and Chief Smith's salary was raised to $17.00 a week, the same as the town's sanitary inspector and liquor inspector.

During the war there was a food shortage and the chief of police was instructed "to permit citizens to keep pigs within the town of Burlington providing they are kept in such a condition as not to be a nuisance."

BURLINGTON'S FIRST POLICE CAR—A 1947 FORD

CHIEF LEE SMITH

Burlington in 1916 was a small residential town of 2,550 peaceable citizens, not averaging one offender a week. Besides the police department there were five duly qualified and capable Justices of the Peace, in addition to the Mayor, all competent to dispose of any police cases requiring attention.

Special help was sometimes hired and in 1917 "Bert Dunham was appointed special constable for the balance of the year at $2 for every other Sunday." Help in emergencies was also paid as when Allen Mitchell assisted police in connection with the Taylor store robbery and the shooting of the night constable, Allan Mitchell, Sr. The assailant proved to be a well known local man about town.

A history of the town written in 1927 about conditions in Burlington in the pre-automobile era stated wistfully: "Between Wellington Square and Hamilton there were two toll gates, one at Aldershot and the other near the city . . . and no speed officers to issue blue papers." By 1920 the local magistrate had a full calendar of traffic violators and his request to council was granted in that he be permitted to retain one-half of costs of all cases coming before him for breach of the Motor Vehicle Act."

One continuing problem in Burlington during the early years of the century was the presence of "knights of the road" who "rode the rods" on the railroad and stopped off for handouts. The bills for food or transportation would then show up in council accounts. One man put in a bill for $6 for keeping tramps.

The town clerk was instructed in 1913 "to write the Grand Trunk Railway in reference to the tramp nuisance." If they were in town overnight the weary willies slept in the lockup behind the town hall.

Sympathy was felt by townspeople for these unfortunate men. Once, Mrs. Dorothy Angus asked Chief Lee Smith why so many tramps just happened to come to her house and the Chief replied that her address was written on the wall of the lockup as a good place to get a meal in Burlington.

By 1947, Chief Smith's department had grown from night and day constables to a four man police force and one cruiser. Headquarters were still in the town hall on Elizabeth Street where there were sleeping quarters as well as four steel and concrete cells beneath the office. The department was handling between 400 and 600 cases a year.

Police work in 1966 naturally is much different from the early days and Burlington now has a force of 61, including civilian staff, two inspectors, a staff sergeant, five detectives, the uniform division and four cadets in training who serve as radio dispatchers. Operating from the headquarters on Elgin Street, the force is under the direction of Police Chief Kenneth Skerrett and Deputy Chief Lisle Crawford.

Chief Lee Smith retired in 1958 and was succeeded by Deputy Chief Crawford. After amalgamation in 1958, Deputy Chiefs Fred Gaylord and Harvey Hunt from former East Flamboro and Nelson township police departments aided in setting up the enlarged Burlington police force. Kenneth Skerrett became Chief in 1962.

Well-known to all Burlington school children is Constable Peter Bromley, the safety officer. Detective George Moore is in charge of the Juvenile Division, Maria Street.

With the growth of specialized police work in contrast to the one-man force who patrolled a few village blocks on foot, the department now relies on a fleet of vehicles which includes eight patrol cars, three plain vehicles, a paddy wagon and one motorcycle. The officers' duties no longer include street lighting or sweeping out the town hall.

PART IV HYDRO AND WATER

Previous to the 1890's Burlington streets were unlighted, but about 1882 special coal oil lamps were purchased in Montreal and installed at a cost of $1.50 for each lamp and post. They were erected on turned wooden posts and the first official village lamp lighter was Joseph Anderson. By 1897 Thomas Sneath had been hired to light the lamps each night for a yearly salary of $40. Charles Ladle assisted him in the west end. Lamps were located at the principal intersections and in 1899 Council moved that lamps be placed on the corner of Pine and Martha Streets, at the school house crossing and at Rambo Bridge.

Although electricity came to the village in the late '90's with the electric radial line, the first mention of it as an illuminator was at a council meeting in 1900. Reeve and councillors to enquire into the cost of lighting the village by electricity and the best method of doing so". Within a short time Messrs. Kilmer and Read, representing the Electric Light Company, asked for the privilege of installing a plant to "supply light and power to parties requiring the same." Council approved and a plant was constructed to generate electricity beginning November 1, 1900. By November 15, the village clerk was selling the coal oil lamps and posts for $1 each. When the town hall was wired, one 16-candlepower lamp was suspended in the council chamber and all agreed that the new method of lighting was very satisfactory.

Now that the streets in the centre of town were lighted by electricity two additional lights were ordered for the west end of the village. The expense for street lighting from November 17 to December 31, 1900, was $50.

But the system had its problems. In January 1901, the power company was asked for a rebate of $5.56 "on account of no lights for three nights". This became a common occurrence. Meanwhile Council found it necessary to post a reward of $10 for "such information as will lead to the conviction of the party or parties found breaking the globes on electric lights."

Nelson township at the same time had its first experience with electric lighting. On July 2, 1900, permission was granted to the Ontario Electric Light and Power Company of Hamilton (represented by Kilmer and Read) to erect poles and string wires in the township.

They were instructed not to "interfere with, obstruct or endanger the travelling public, or to be a nuisance to private property." Strict precautions were taken against any possible accidents or dangers and if the poles were not erected within six months the township was to remove all installations, sell the poles and charge the company for putting the roadway back in good condition. The power company contracted to "furnish free of charge five electric street lights of 32 candlepower each, which would be maintained and kept lighted from one hour after sunset to one hour before sunrise" on condition that the township would have an employee turn the lights on and off, each street light having its own switch.

Nelson records fail to elaborate if they had the same mechanical headaches as Burlington. The town had to tell the supplier of electricity "that the lights according to by-law are not up to agreement and that if not remedied the council will order in the inspector".

By the end of 1901, accounts were being paid to the Cataract Power Company and the charges remained constant at $55.64 a month. Gradually the entire village became lighted at night, usually following petitions by residents. A sheet of paper in the town's minutes book is dated Burlington, March 19, 1906 and reads: "We the undersigned ratepayers of the village of Burlington do hereby petition the Council of the said village to continue electric lights on New Street to the Guelph Line, so called." It had 11 signatures.

The Cataract Power and Traction Company which was supplying electricity to Burlington had been founded in 1896 by five Hamilton entrepreneurs. They had constructed a power plant near St. Catharines at the foot of the escarpment approximately 35 miles from Hamilton. Within a decade the company had built up a flourishing business in the peninsula and in 1907 the Cataract Company was re-organized as the Dominion Power and Transmission Company. The company had absorbed the Hamilton Street Railway, the Hamilton and Dundas Railway and other radial electric lines. Ontario Hydro bought out the D.P. and T. in 1930.

In that year, Hydro indicated it would be interested in selling the distribution system within the municipality to the town corporation. In 1919 Burlington had turned down such a proposition because it was heavily in debt paying for schools, and sewer and waterworks extensions. Council was equally unresponsive in the depression times of the 1930's. Consequently the H.E.P.C. was the distributor locally until June 5, 1945 when the town took over.

By 1948 the town had set up its own organization and had become part of the Ontario Hydro Electric System. When in January 1958 Burlington annexed Nelson township and part of East Flamboro, the Ontario Municipal Board ordered that "there shall be established a Public Utilities Commission for the Town of Burlington which shall consist of five members in accordance with the provisions of Section 42 of the Public Utilities Act, which said Public Utilities Commission shall be for the purpose of controlling and managing the Water Works and the Hydro Electric Power Systems of the municipality". Members of the first commission were Norman Craig, chairman, Andrew Frame, Gerlacus Moes, Kenneth Morris and John Lockhart, Mayor.

It was decided that Hydro and waterworks should be under the one roof to effect economy and efficient administrative handling. Headquarters were at Maria Street from May 1958 until new quarters were completed at 1340 Brant Street in October 1962. Hydro consumers grew from 12,000 in 1958 to 16,806 by the end of 1965 and water customers increased from 8,712 to 12,896. The present staff employed by the P.U.C. numbers 100 people including office employees and outside workers such as linemen, meter readers, testers and waterworks crewmen.

WATERWORKS

Burlington established a waterworks system in 1909 and had its first sewerage and storm conduits in 1915. By 1927 town statistics reported

that Burlington possessed 11 miles of water mains, 16 miles of sewers and 12 miles of electric cables.

The original record books shows that the first meeting of the Water Commission was held on May 18, 1909. The following took the oath of office: Maxwell Charles Smith, reeve, and J. S. Allen and W. J. Brush elected by the ratepayers on March 8, 1909. Their task was to install a waterworks in Burlington.

Wells had served homes and businesses until then. When water storage was needed for fire protection a number of underground cement tanks were built at various places in 1890. In 1909 a water tower was built at Maria and John Streets.

A problem each summer was the watering of the dirt and gravelled streets in town, to keep the dust down. In 1895 Edward Nent got the job for 50c a week during the summer months and was told to discontinue after September 17. In 1897 A. H. Finnemore was hired at 50c a day to pump water into the tank of the watering truck.

Some thought street watering was a costly frill and the next summer council decided to take no action unless villagers demanded the service. By the next meeting two petitions had been received, one with 45 names and the other with 11 names. The merits of buying an electric motor to facilitate pumping of water were debated with great vigour by the councillors. Petitions continued to pour in from people who wanted their streets watered. Councillor Finnemore, whose pumping job may have been at stake, introduced one with 56 names asking for a by-law on the matter. There was also much dissatisfaction over the route taken by the one-horse water cart, some residents feeling that certain streets were being watered more than others.

In 1899 Council decided to mechanize its water pumping facilities. Once the electric pump was working, industries wanted to use the system. In 1900 Baxter and Galloway Milling Company was charged $5 per year for using corporation water. Any individual wanting water had to pay 10c a load. One summer Council was not at all satisfied with the street watering job being done. In line with a policy of concern for tax dollars, the individual doing it was told that hereafter a percentage of his pay would be stopped for every day such service was not up to the agreement. In 1902, three men applied for the position which by then was paying $150 per season. Still with an eye to thrift Council was seriously considering engaging someone who could also haul gravel and help keep the roads in repair. The street watering problem was resolved by 1915 when the town was paying $140.82 annually to the British American Oil Company for oiling the roads.

The waterworks question had been debated pro and con, year in and year out, until in 1907 Council called for complete plans, specifications and costs of a water system. A special meeting was held in September 15, 1908 "to discuss proceedings to be taken should council decide to submit a by-law to a vote of the people regarding the establishment of a system of waterworks for the use of the village." Several samples of water obtained from different sources were sent to Toronto for analysis, to ascertain the relative purity of the water for domestic and other uses.

A by-law was subsequently passed, authorizing construction of the system and for the issue of debentures to pay for it. In June 1909, $47,200 received from the sale of debentures was paid to the Waterworks Commission. A further amount of $15,000 was raised in 1914 to extend and improve the system. Water mains were laid throughout the village and extended where needed as the community grew. The first sewer system and laying of storm conduits was begun in 1915. The filtration plant was completed in 1956 and the addition built in 1962 at the purification plant on Lakeshore Road.

Dr. A. H. Speers, Medical Health Officer, was responsible for convincing Council of the necessity of sewers. It was essential to lay all those on Water Street before the permanent Hamilton-Toronto highway was finished. An application was made to the Provincial Board of Health in 1916 requesting a mandatory order for the installation of a suitable system. A by-law was passed in June, 1915 to borrow $24,700 to build storm sewers and $53,200 to build the sewage disposal works. Council offered Alec Bell $1,000 per acre for land behind the present arena as the site for the works.

Alteration to the Drury Lane plant made it the first modern sewage treatment plant in Burlington, followed by the Elizabeth Gardens plant in 1959. The Skyway plant on Beach Boulevard is one of the major achievements of amalgamation. Opened in September, 1964, it was constructed under the aegis of the Ontario Water Resources Commission with a capacity of 3,000,000 gallons a day.

Home heating was no great problem for the pioneers as long as there was a plentiful wood supply and strong arms to wield axes. The convenience of coal furnaces at the turn of the century kept coke and coal dealers busy for many years.

Today, home builders have three main choices for heating purposes: the newest concepts in electric heating, oil heating and gas service which dates back to the old lamplighters.

The Hamilton Gas Light Company was sole distributor of gas here until 1904 when the new Ontario Pipe Line Company obtained a franchise covering the distribution of natural gas. A period of competition followed as gas heat grew in popularity and by 1929 Burlington and Oakville were obtaining gas from the United Suburban Gas Company Limited.

Gas for domestic heating was discontinued during World War II and manufactured gas in place of natural gas was used after 1947. By

1958 in the entire Hamilton-Burlington area conversion to natural gas was completed on tie-up with Trans-Canada Pipe Line from western Canada.

PART V—BELL TELEPHONE

Telephone service first came to Burlington in 1885. Agent for the Bell Telephone Company was T. A. "Tom" LePatourel and the switchboard was located in the dispensing room at the rear of his drug store on Brant Street near Pine Street. Business subscribers listed in 1885 were Mr. LePatourel and the stores of Bates and Galloway, W. Kerns and Company and Freeman Brothers. The first residence telephone listed in 1885 was for Dr. F. DeW. Bates' home on Water Street.

Until he built new premises for his drug store farther south, Mr. LePatourel himself handled all telephone calls and business for the company. Mrs. C. Smith (nee Penny Anderson) became the first operator in the new store. Mr. LePatourel retained the managership in Burlington until 1914.

Previous to 1900 telephone service was furnished from 8 a.m. to 9 p.m. on weekdays and from 2 p.m. to 4 p.m. on Sundays. A petition was received from subscribers requesting 24-hour service. At that time there were 80 subscribers and it was necessary to increase the number to 100 before additional service could be provided. E. J. LePatourel, brother of the Burlington agent, came out from the Hamilton office and soon signed up the needed twenty additional subscribers.

At that time the rate was $15 a year, including three free calls to Hamilton a day. If the subscriber did not use these calls in one day, he might have five the next day.

Permission had to be obtained from the village council before the network of wires and poles could be erected. Poles were installed under direction of the chairman of the town's road and sidewalks committee and the road commissioner.

An old telephone directory circa 1905 listing all phones in western Ontario is in the historical collection of the Aldershot Historical Society. It was donated by Mrs. W. F. Schultz of Unsworth Drive and was originally used by the Schultz Manufacturing Company.

The first phone charges paid by Burlington council were 30c or 40c a month. In 1907 a bill of $2.65 for 5 months for the town hall office was approved.

In 1910 telephone poles were beginning to dot the landscape more and more. Nelson township minutes recorded that "since complaint had been made that telephone companies have placed poles on the highway where they will be detrimental to the maintenance of the roads, a committee was appointed to investigate and remove poles where necessary

Usually council didn't complain unless it was necessary since the township occasionally garnered some revenue from electric and telephone companies. When trees had to be cut down to make way for the poles, the township got the wood to sell or use.

Demands for new phones were increasing by 1921. Change from the old magneto switchboard to the battery switchboard was made on March 19, 1927. In that same year Burlington's one thousandth telephone was installed. This locality did not convert to dial system until October 1949, when Miss Marion LePatourel, daughter of the first telephone agent, made the first local call and Mayor Norman R. Craig dialed the first long distance call. There were over 2,500 phones in Burlington by then.

In 1957, an addition was added to the dial exchange building at the north-east corner of Caroline and Brant Streets enabling Bell to provide some 1,700 additional customers with dial service by the end of March 1958.

In order to cope with the growing telephone needs of the area, in 1959 underground conduit pipe was laid throughout the town. By 1965, there were 20,370 phones serving the town of Burlington. On October 30, 1966 the all new "Touch Tone" dialing was introduced to Burlington and on the same date direct distance dialing without any contact with the operator became a fact. Times have changed from the days of 1916 when town council ruled that "if the town engineer requires a telephone in his residence, he be requested to pay for same."

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Black & White and Read Newspapers

Newspapers have played an important role in this country since the early years of the 19th century. To the homesick and lonely pioneers who lacked dependable mail services, a copy of any newspaper or periodical was precious and it was passed from person to person in the community. The only newspaper published in the late eighteenth century was the Upper Canada Gazette.

A popular newspaper around 1836 was the New York Albion, "an extensive double folio, compiled for the use of the British settlers in the United States and Canada." The paper contained extracts from the leading English journals.

A respected periodical was the "Genesee Farmer", published monthly in Rochester, New York, and circulated in Upper Canada. A bound volume of issues of this paper circa 1841, property of the Fisher family of Burlington, is a typical example of the era's style in newspapers, with flowery passages, long paragraphs and no photographs. The sometimes inaccurate drawings of animals were important to such publications, and one letter to the editor complained of a sketch of a cow weighing about 1,000 pounds with legs like four slender candles.

As well as the most practical of farm news and price quotations, there were articles about the experiences of people trying to raise silk worms and handy household hints such as a formula for waterproofing boots by heating a mixture of beeswax, turpentine, oil tar and pitch "taking care not to set the mass on fire".

An editorial tried to encourage women to grow larger gardens by saying it was good for the health and a graceful accomplishment. A male reader wrote to say that he would ride 20 miles to see one really healthy woman.

Does this editorial comment of years ago sound familiar? "The hundreds of young men scattered throughout the country and lounging about in the towns furnish indisputable evidence that many in the rising generation are contracting habits which in after life must cause a large amount of sorrow and wretchedness.

ELGIN HARRIS

GAZETTE OFFICE ABOUT 1902

New settlers in Upper Canada often placed ads in the newspapers, inviting girls to join them in wedlock, promising to be the "most adoring and obedient of husbands".

One paper widely welcomed was the London Illustrated News which from 1862 published a special Canadian edition. Later loading down the rural carriers' mailbags were copies of the Mail and Empire (now the Globe and Mail).

There is evidence that a small newspaper was published about the time of Confederation, at Nelson Village, by the McCoy family. Called the Little Wasp, the weekly sheet had all the local news and gossip. For some reason its motto was "Arrah, how he bit the fist o' me", supposedly the remark of a visiting Irishman after a hornet had landed on his hand.

"The Halton Journal" carried no local news at all, but invited subscribers to take The Daily Globe, The Tri-Weekly and The Weekly Globe, Toronto publications. From the files of Milton's "Canadian Champion" comes the following item in September 1873: "The village known as Wellington Square was on Tuesday incorporated by the County Council under the name of Burlington and is now a full blown village. The old name was inconvenient on account of the large percentage of letters being sent to Wellington."

In the 1870's newspapers printed names of persons for whom mail was being held at the post offices, and a Traveller's Guide listed stage-

coach schedules leaving from Milton. "For Bronte station: Stage leaves every morning at 6:00 and every afternoon at 1 30. Fares 50c. For Hamilton: Stage leaves every morning at 5 o'clock, fare $1."

Halton County Museum at the Kelso Dam conservation area has several scrapbooks on display in the parlour exhibit, evidence of a family hobby popular around the turn of the century when reading material was still scarce. Favourite articles, recipes, dramatic fiction and serialized love stories, and emotion-charged poems were cut from newspapers and pasted close together. Feature postcards were spaced for contrast while fillers and jokes were used in small spaces as they are in newspapers today.

It must have been a great satisfaction to Burlington residents when they got their own newspaper, The Burlington Gazette, in 1898. The business faltered eight months later however, and was in the hands of the bailiff when the equipment and a list of 500 subscribers were bought for $1,500 by Elgin A. Harris, an experienced printer on Petrolia, Wingham and Caledonia papers.

For four years he published The Gazette in a building on Water Street, opposite John Street, and when the site was purchased for a canning factory, he moved the business to Elgin Street. This land was needed by the Toronto-Niagara power line, and again The Gazette moved; this time to 576 Brant Street, the paper's present address. Elgin Harris was the Gazette editor and publisher for 57 years, later being joined by his son, George. Elgin Harris retired in 1956 after selling the paper to a group of Burlington businessmen.

After his retirement he continued to take an active interest in town activities with daily visits to The Gazette and The Spectator branch office.

In 1966, on the occasion of his 90th birthday, he recalled his active life in Burlington not only as local newspaper editor but as Reeve, Mayor, County Warden, member of the Water Commission and the School Board!

Subscriptions in the early 1900's were often paid with eggs, butter, firewood, apples and chickens. Mr. Harris recalled that no charge was made for birth, death and marriage notices. They were considered news.

The Gazette soon had a good business operating job printing: tax notices, dog tag certificates, bicycle permits, ballots and pay sheets for the town. In 1900 Council authorized the clerk "to get minutes, bylaws and financial statement of last year printed as cheap as possible." Apparently Mr. Harris offered them a good price since thereafter the words, "Gazette Print, Burlington" appeared on all records.

Now issued on Thursdays, the Gazette has continued to report town activities and this headline story on January 8, 1964 showed that other

newspapers found that Burlington news made good copy the week of Amalgamation. "Birth of the New Burlington . . . The Biggest Town in Canada . . ." made headlines big and small in the papers all over Ontario last week.

By 1965 the Gazette's circulation had climbed to 5,000 (it is a member of the Audit Bureau of Circulations) and in newspaper competitions it has won 15 awards in six years as a member of the Canadian Weekly Newspaper Association.

After the turn of the century Burlington had its own "column" in the Hamilton Spectator consisting mainly of "jottings" from residents in the lakeside community. As Burlington grew so did the Spectator's coverage. Today the paper maintains a Bureau in the town with a staff of reporters and photographers and prints several columns of pictures and news daily, the latter transmitted to Hamilton by teletype printers.

One of Burlington's earlier contributors to the Spectator column was the late Nora Gilbert who combined this for 20 years with her regular job as Bell Telephone employee. Her devotion to journalism finally won her a full-time position on the Spectator's staff as Burlington reporter.

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The Library

Library services began in Burlington in January 1872, at a meeting of the public school trustees of S.S. No 1 Nelson with William Bunton, Benjamin Eager and William Kerns in attendance. The question of establishing a library for the use of the school was discussed and a resolution passed that the trustees purchase a supply of suitable books from the Board of Education in Toronto.

In March $56 was spent on books which were placed in the hallway at the school and the next year an additional $25 was appropriated. No further grants were made until 1883. The following year a concert was given by the teachers and pupils and $50 was raised to buy more books. The trustees matched this amount and the library collection continued to grow.

It is interesting to note that in 1872 the library was open to the public one hour a week, on Friday afternoon between 4 and 5 o'clock. Later when the service proved popular and more books were available, the school was opened for two hours on Tuesday evenings and for four hours on Saturdays from 5 p.m. to 9 p.m.

W H Finnemore was the first chairman of the Library board. Later chairmen were Dr William Richardson W F W Fisher O T Springer F W Galloway Joseph Ackland W R Gilbert, H T Foster Harry [illegible] V H Peart, R S Hicks H Goodwin and A Boynton. This record is not complete and names are not necessarily in order of service the list being made up from minutes at meetings from 1872 on. Others outstanding in services given through the years were William Wiggins who served as secretary-treasurer for 47 consecutive years, Fred Blessinger Edmond Holtby J A Lockhart Ivan Moxham, Gordon Berry and C. D Ball.

While library services in Burlington were provided from the early days under various names, the institution as such always served as the cultural core of the community. Somewhere in the course of time the Mechanics Institute figured prominently. This organization became very popular in Upper Canada in the 1850's and 1860's, the first one having been established in 1851 at York. It relinquished its library facilities

under the Free Libraries Act of 1882 while social and recreational activities were taken over first by the Canadian Institute and later by the Y.M.C.A.

By 1896 Henry Berry's small library in a house on lower Brant Street was also serving the literary needs of the village.

In 1906, Burlington's library board received an offer from John Waldie, Toronto, a respected former citizen of the community, Burlington's first reeve, and member of Parliament for Halton, to donate a building for library purposes, provided the village would furnish a suitable site. The village council submitted a by-law to the people on April 6, 1906, and they voted 83 for the project, two against. The library board was given $1,000 to purchase a site and a lot on Brant Street was bought from Alex Rauch, located adjacent to what today is Dr. W. A. Weaver's home, occupied at that time by Dr. William Richardson.

Plans for the library were drawn by architect Charles Mills, a summer resident who lived in a house called Thayendanegea at Water Street and Brant Avenue (now Brock). Various artisans and local firms helped construct the building under Mr. Mills' direction and on February 21, 1907, the Burlington Public Library was formally opened.

Space in the town hall on Elizabeth Street eventually became overtaxed by the police and fire departments' needs, so the village clerk D. T. Springer, was permitted to occupy space in the new library building and council paid rent to the board. Originally the library's book [illegible] were on the right hand side of the building and the left side was used for socials and later divided into two rooms, the front being used as a reading room, the back as the library when the courtroom was located on the premises. The reading section was used for classrooms for students in 192[illegible] when Central High School was being constructed. It would seem that the necessity for shuffling civic offices from place to place to meet space demands is not just a latter day problem for local officials.

An early librarian was Edward Webber who served many years. He was a manufacturer of carriages and wagons in his business life. From 1910 to 1935 Miss Mary Dellor was librarian and Miss Mae Holtby served for a short time. Mrs. Dorothy Angus became head librarian in 1935 and soon was "friend to thousands." She was named Citizen of the Year in 1957, the first woman to receive the award. The present librarian is Miss Ida Reddy who oversees not only the main library on Elizabeth Street but the Aldershot and Skyway branches as well.

Duties of today's library staff are much different from those of Town Clerk Springer when he combined his work as a town employee with that of part-time librarian. He agreed to keep the library open while he was working as clerk, so the library was open longer than it would have been otherwise. There was a wicket at the back of the town

office where borrowers were given a list of available books. No one was allowed to touch the books, and only the librarian could take them from the shelves for borrowers who paid a rental fee on each one.

The income and town grants soon proved inadequate and town council agreed to finance the care and upkeep of the library building in place of the annual grant in return for the use of the space it occupied. This helped ease the burden considerably and the library board carried on until 1946. A study was made of the library situation and it was decided that its activities should be brought under the Public Libraries Act which then made it a free library to Burlington readers. The first chairman under the new arrangement was Judge C. D. Harkness, and the board consisted of eight members appointed by the municipality and the public and separate school boards.

Under the new regulations, the town took over the property on Brant Street and within three years library requirements had outgrown these premises. Council placed before the ratepayers a by-law to authorize an expenditure of some $200,000 to build a new municipal office, and the ratepayers turned down the proposal. The library board then approached council with the suggestion that the late Dr. A. H. Speers' residence on Elizabeth Street be bought and remodelled for library purposes and the Brant Street property turned over to the town for its own offices.

The Speers' property was subsequently bought and remodelled for about [illegible] of which amount the province paid [illegible]. Since then it has undergone several renovations designed to give better library service. With the increased demands on the library since amalgamation in 1958, plans are being made for a completely new building despite the popularity of the branch libraries in Aldershot and East Burlington.

Volunteers through the years have aided the librarian's work, among them, during the 1950's, Mrs. Nick Findlater who conducted a children's story hour each week with 40-60 youngsters attending. Mrs. Dorothy Taylor delivered books of their choice weekly to shut-ins.

The library also provided accommodation for pre-natal classes in conjunction with the Halton County Health Unit.

An unusual library service in Burlington will be recalled by young English war brides who, after 1945, came to the library looking for advice on Canadian housekeeping. Librarian Dorothy Angus befriended many of these girls and helped them with their shopping problems created by the difference in weights and measures and currency.

Thus it came about that a lecturer from MacDonald Institute in Guelph came to Burlington to give the girls lessons in planning and cooking meals, a service that was never forgotten.

Miss Ida Reddy joined the library staff in January 1951 and when Mrs. Angus retired a year and a half later Miss Reddy was given charge. As Burlington grew the Elizabeth Street main library became overcrowded, despite additions made to the building. In September 1960 a branch library was opened in the basement of the Dominion Store, Aldershot, and it served until 1964 when it was re-located in ground floor quarters in the same Plaza.

A second branch was opened in the Skyway Plaza in the east end in the summer of 1965. The entire staff now serving in the three branches number 18, of whom two are professional librarians: Miss Reddy and the children's librarian, Mrs. Janis Lewis. William Loosely has been chairman of the board for the past four years.

In the past five years the children's section has been greatly enlarged and extensive reference material is available for students with emphasis on Canadiana. A deposit station has been set up in Lowville for the convenience of book borrowers in north Burlington.

Projected plans are being discussed for a new main building which will feature services such as films, records and a local history collection as well as a large selection of books.

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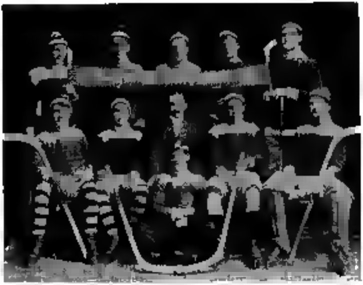
Leisure Pursuits

The history of recreation and sports in this area goes back to the days of the Mohawk Indians, some of whom competed in such contests as lacrosse, swimming, canoeing and archery while others among them turned their talents to crafts. Examples of their ceramics, weaving and bead work have been preserved and can be seen at the Brant Museum. When the United Empire Loyalists and other white settlers came to the head of the lake they often combined work and recreation so barn raisings or quilting bees were occasions to look forward to. Settlers on widely-separated acres got together in summer for picnics, boating and log-rolling, while in winter [illegible] dances and sleigh rides were favoured. As churches were constructed in the township and village, they became the centres of community activities. People gathered in them and in the homes for suppers, singing and story-telling.

At the time of Confederation the Bachelors' Ball was a social affair held once a year, eagerly awaited by young ladies and by bachelors as well. After 1873 the newly-incorporated village of Burlington became a popular vacation place. Summer cottages sprang up along the lake front and on the Beach strip; Rambo Flats was a favourite picnic spot and boat trips on the bay and on the lake brought visitors back year after year.

Lawn bowling was first organized in 1904 on the green between Trinity Methodist Church and the parsonage, and later on a private green at the Brant Hotel. From 1910 local bowlers have owned their own greens on Elgin Street on property enlarged by a purchase from Ontario Hydro in 1958. In later years most bowling enthusiasts have moved indoors with the town's modern five- and ten-pin bowling alleys.

Although few records have been found of their activities, there was a Burlington Athletic Club in the early 1900's and Burlington had a championship hockey team in 1912. The picture of the hockey team shows—Back row: Percy Thorpe, left wing; Lee Filman, centre (Sec.-Treas.); A. L. Craven, right wing; Howard Sheppard, rover; Stan Coates, cover point. Front row: Geo. Muirson, right wing; Delos Cole, left wing; H. J. Blair, manager; Russell Sheppard, point; Gordon Colton, goal



BURLINGTON HOCKEY TEAM—1911-12

(Captain). Centre: Hartley Allen, mascot. One of the town's great all-round athletes was Howard "Mud" Sheppard whose memories of bygone contests are fresh and green.

There were individual champs too, such as Eddie Cotter, famous long-distance runner. At his home in Guelph in 1966, Mr. Cotter recalled winning his first long distance race Christmas day 1904 in Burlington. The distance was 11 miles. Holder of the record for this annual race, he was a member of Canada's Olympic team in England in 1908 and the following year won the Brantford to Hamilton marathon of 26 miles, 176 yards. The Hamilton Spectator, sponsor of the race, sent Eddie to England for another marathon event which was cancelled due to the death of King Edward VII in 1910. When the Herald road race around the Bay was an annual event Eddie Cotter was a frequent entry and invariably was among the leaders.

Skating and hockey were popular then as now. Bert Allen recalls when the boys used to skate on the bay starting out at the old inlet near the Brant Hotel and ending up at James Street wharf in Hamilton, always careful to skirt the open water near the canal. The first open-air skating rink was opened in 1904 and a covered rink was built in 1914 at a cost of $10,000. This was a quonset-hut type of building on Elgin Street where the Works Department has its building. Hockey games attracted many spectators and on one occasion there were 1,200 in attendance at a home game. Later that night it snowed heavily and the weight of the snow caved in the roof, fortunately with no one in the building at the time. The damage was repaired and the building continued in use. Elgin Harris recalls trainloads of Burlington fans going to Milton to support the local team.

Town council aided local sports programs whenever possible. In 1919, the minutes recorded a request by Dr. Tom Peart for a donation and use of a team of horses and a grader to help lay out grounds for the Burlington Baseball Club. He was given $25, enough to get started on the project. In 1922 a motion was passed for "a grant of $150 to the Burlington Skating Rink Company."

The Lions Club, organized in 1925, bought the old car barn site between Martha and Pearl Streets in 1929 and converted it into a children's playground with swings, slides, wading pool and softball diamond. Later they turned an old barn on the property into the Lions Club Hall. It still is the centre for many community activities and for headquarters of groups such as the Scottish Country Dancing Society.

Before the formation of a town recreation committee, service clubs financed league sports while library and church groups taught arts and crafts. The police department sponsored judo and wrestling groups and the volunteer fire department in 1955 operated a park bounded by Hager Avenue and Caroline Street featuring playground facilities and a full softball schedule. In the same year the Freeman Athletic Association was organized to promote hockey, lacrosse and softball in the area north of town.

Burlington Central High School spirit was given a real lift in the 1920-21 season. The track and field team won the Halton County and

EDDIE COTTER

East Flamboro interscholastic field championship for the fourth year in succession; the senior boys rugby team, winners of the Niagara district championship, went undefeated in the series; the boys of the senior hockey team were district champs, and the girls' senior basketball team went all the way to win the COSSA championship. The high schools have had many successes but 1950-51 was a tremendous year for a school which had just begun to put emphasis on sports. Burlington Central High had won a place in the sun!

Until the mid-1940's, the town, financially assisted by the fire department, promoted lacrosse and hockey at the covered ice rink. The need for a larger arena had grown apparent and a committee composed of Dr and Mrs W. A. Weaver, co-chairmen, Harry M. Saunders, A. S. Nicholson, E. R. Machin, N. R. Vinton, and Earl Swift, was formed. After much discussion, it was decided to build on New Street on a 12-acre site. Funds were raised by public subscription and a sod-turning ceremony was held on May 23, 1951.

When completed, the large arena was equipped to handle hockey teams and skating clubs on its 80 by 185 foot ice surface. The Circus Room auditorium was built upstairs to accommodate meetings and craft classes. The town's first recreation committee was formed with headquarters in the arena. In 1952 the committee took over the maintenance of town parks from the Burlington Horticultural Society and became known as the Recreation and Parks committee, with Earl Davis as director.

After the 1958 amalgamation, Central Park was purchased and the recreation office was moved to Lankester Lodge, one of Burlington's fine old homes, now used as the centre for the Senior Citizens Club. The town's recreation program has grown with Burlington and today there are 51 parks across town, a full-time staff of 57 with 100 or more high school students engaged during the summer to supervise playgrounds, day camps and swimming facilities.

The town's major Centennial project is the development of Spencer Smith Park at the foot of Brant St. J. Austin Floyd, landscape architect, has drawn up plans for this beauty spot.

The breakwater, once the domain of the federal government, will be the town's responsibility once the park is in. Spencer Park as it was once called, was lovely in the past but more than once wild water coming in over the breakwater has destroyed its beauty. To prevent waves washing over the wall and freezing spray causing damage to proposed plant material, trees, sod and walkways, the breakwater is to be topped with a parapet of concrete four feet high. With this, the seawall altogether will be about eight feet above the high water level.

The height of the park is being raised. It will gently slope from below the seawall up to Lakeshore Rd., eliminating insofar as possible

long stairways into the park which would inconvenience elderly citizens and wheelchair invalids.

The Centennial section of the park, known as Confederation Terrace, is between Brant and Locust Streets. Two-thirds of the cost came from federal and provincial centennial grants. The rest of the park between Locust Street and the Brant Inn is to be developed by the town. A railing facing Lakeshore Road will bear the inscription, "Commemorating 100 Years of Nationhood 1867 to 1967".

There are three artificial rinks: at Central Arena (the home of the Mohawks, Burlington's entry in the OHA Niagara District Junior B Hockey League), the outdoor rink at Kiwanis Park, Aldershot, and the newest swimming pool and skating rink combination in the 58-acre Nelson Park complex on New Street. There are swimming pools at Hidden Valley and Mountainside Park, and Lowville Park in the northern part of town is ideal for picnics and the summer day camp.

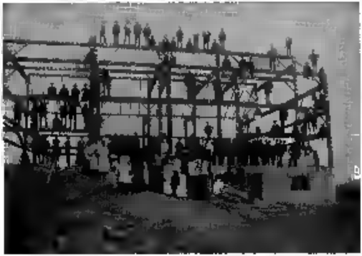
Plans for the Burlington Family YMCA got under way in 1964 under Jaycees sponsorship. The "Y" building is proposed for the Central Park area which also contains the Burlington Curling Club, the Music Centre bandshell and outdoor playing fields in Pogo Park, near Central Arena. Within the town's boundaries are the Rattlesnake Point conservation area, property of the Halton County Conservation Authority, and almost 150 acres of Royal Botanical Gardens land.

Church bulletins and newspapers publicize the myriad of interests offered Burlington residents, ranging from ballroom dancing clubs to the Weavers' Guild, and from Scout Mothers' Auxiliaries to the Arts and Letters Club, as well as the service clubs which quietly aid worthy causes such as crippled children, mentally retarded or underprivileged children.

With the increase in leisure time, more people have turned to golf and for many years the Burlington Golf and Country Club on North Shore Boulevard was the only one in the area. Since 1964 however, two more private clubs, Tyandaga, upper Brant Street, and Medad Heights at Lake Medad have opened new courses. Burlington Springs is a new public golf course.

Burlington Yacht Club was active until disbanding a few years ago when many members helped to form the Bronte Harbour Yacht Club. A growing influence in canoeing circles is the young Mohawk Canoe Club.

Burlington young people may participate in nearly every sport they might wish to. Tri-County Hockey teams are co-sponsored by the Lions and Optimist Clubs. In the summer the Burlington Eskimos play football in the Hamilton Old Timers' League and the Burlington Braves in the Ontario Junior Football Conference. Soccer enthusiasts may play minor soccer sponsored by the Burlington Police Amateur Athletic Association or join the Burlington United team which competes in the Southern Ontario Soccer League, western division. The Burlington Amateur Soft-



BARN RAISING ON NO. 5 HIGHWAY — A COMMUNITY AFFAIR, WORK & RECREATION

ball Association includes a girls' section and another town league is the Burlington Senior Fastball League, one of the most popular from a spectator's point of view.

These are just some of the town's teams and the list should also include the many house leagues sponsored by the Recreation department and other associations.

Important in the town's recreational facilities are the well-attended evening classes in every category from rug-hooking to high school credits. About 1939 a group of new Canadians requested classes in basic English and Miss Emma Eby was hired to teach them. After World War II the Department of Education again established English classes and IODE chapters assisted with Christmas parties and presentations at graduation ceremonies. Today Burlington offers classes and recreational facilities for everyone including its large teen-age population which has special programs geared to its interests.

A group prominent in the field of specialized education is the Burlington Association for the Mentally Retarded which provides pre-school nursery classes at St. Christopher's Church, day school classes at Mayfield School and arranges for light employment at the Adult Training Centre on Brant Street.

Music Schools and churches give distinguished service in the fields of choral and instrumental music, but it is not every community that has kept in existence for many years a town band. Before the turn of the century villagers used to gather for impromptu concerts in the town hall. Council minutes for 1898 record that the Burlington Amateur Minstrels were granted the use of the town hall free for one evening. Travelling "Tom" shows used the Hall and Little Eva was hoisted heavenwards by block and tackle while audiences wept.

Records of June 1909 read "that $50 be granted to the Burlington Band on the following conditions: first, that they give ten weekly concerts in the Gore Park; second, that they deliver to the keeping of the village property committee, all instruments purchased by public subscription".

Pleasant evening concerts were held on summer nights in the park on Water Street between Elizabeth and Pearl Streets. Council voted the bandsmen $8.70 on October 31, 1914 for escorting volunteer soldiers to the railroad station at Freeman.

The following year the Band asked council for a grant to erect a band stand, in order that they might give open air concerts. Council instructed that the stand be erected "in Gore Park on Water Street for the present".

Members of the uniformed band at this time are shown in a photograph owned by W. H. Copeland of New Street, who played in the Citizens' Band along with such musicians as Alex Land, Jesse Dorland, H. K. Copeland, Harry Morse, Murray Green, Everett Shapland, Tom Fleetham, Bert Baker under bandmaster Herbert Tufford.

The band continued to be subsidized by the town until the summer of 1919 when it was decided that council take over all band instruments mentioned in the list received from Mr. Herbert Tufford, bandmaster, as requested. The musicians were sent a letter of appreciation and the Fire Department henceforth assumed responsibility under the name of Burlington Firemen's Band. Among returning veterans of World War One was a young bugler, Tom Walmsley, who became bandmaster succeeding Mr. Tufford. The Dorland brothers, Fred and Jesse, and Fred Johnson were other bandsmen. The Fire Department supported the band until the late twenties when the Canadian Legion took over. Lively practice sessions were held at the Legion Hall, now the Sea Cadet quarters on Elizabeth Street.

Another World War saw the band's ranks drastically reduced but the Legion carried on until peace came.

When the Chamber of Commerce, sparked by the late Frank Ellerbeck, invited Elgin Corlett to organize a boys' and girls' band in 1947, a whole new generation was ready to learn the march music. Over 200 eager young musicians signed up for instruction and soon the new band

was rehearsing in the Lions Club hall and marching in the adjacent park. Majorettes were trained, parents joined to help raise funds to buy band uniforms and shortly the band was playing out-of-town engagements and bringing home awards.

In 1949 a by-law for a band tax of one half mill was approved by the ratepayers, the purpose being to maintain in future a community instrumental musical organization under the guidance of the Burlington Musical Society.

In 1965 the Musical Society found a permanent home—the modern music headquarters in Central Park. Elgin Corlett today directs the musical destinies of an organization which includes junior and senior bands, an adult concert and a string orchestra. Burlington may well be proud of its accomplishment in the realm of music.

SCOUTING AND GUIDING

Burlington Boy Scout Association traces its organization back to 1909, when the town's population was about 1,000. Sir Robert Baden-Powell had advanced the idea of Scouting in 1908 so Burlington was one of the first towns to take up the new idea. The first local Scout Master was Archie McGibbon who remained in his position for more than a year, after which there was a succession of leaders including Hughes Cleaver and the late William Gilbert. The original enrollment of 25 boys was considered excellent for the small population of Burlington.

At first some residents complained about the Scouts marching through the streets with bugles blaring and drums beating, but, for the most part, people favored the new movement and merchants generously subscribed to their appeals, as they do now. It was the merchants of 57 years ago who bought the band instruments at a cost of several hundred dollars, and stood beaming their approval in the doorways of their shops as the troop marched past in the dust of unpaved Brant Street. The meeting place in those days was the basement of the former public library on Brant Street (the site of the present Civic Administration Building).

In 1912, His Royal Highness the Duke of Connaught, Governor-General of Canada, took the salute at the march past of thousands of Boy Scouts at the Ontario Jamboree held at Exhibition Park in Toronto. Burlington's Scouts proudly brought home first prize for the best marching and best-equipped troop. In the twenties Scoutmaster Tebbs and the local troop met Lord Baden Powell in Burlington.

The founder was motoring to Toronto and broke his trip for a short while when he saw the Scouts lined up at Gore Park on the waterfront.

When the first World War broke out, many former Scouts enlisted and a great many of them were either wounded or killed overseas. About 1914, Rev. George W. Tebbs took over the troop and for many years led the boys as they marched out of town, hauling the trek cart to some distant camping place. It wasn't until 1958 that the Scouts combined group committees were able to buy the 90-acre camping grounds in North Burlington as Camp Manitou, and in 1966 a $15,000 swimming pool was added.

At the outbreak of the Second World War the organization faltered and enlistments took a heavy toll of the leaders.

At that time Stanley Craze was appointed Chairman of the group committee and began the work of reconstruction so that by 1955 there were about 200 Cubs and Scouts in three troops and three packs, with a waiting list.

The Burlington Boy Scouts Local Association was formed in 1952 under President W. G. Cowing. The headquarters on Elizabeth Street was acquired from the town when it vacated the building as a town hall. Later when the police and fire departments built new quarters, the entire premises were taken over by the Cubs and Scouts.

Trinity United Church (later Wellington Square United Church) needed extra space and in 1959 they purchased the Scout hall which was next door and it was renamed Trinity Annex. Cubs and Scouts then met in various schools and churches as they do now.

For many years, boys in the Strathcona district have had their own Scout Hall constructed originally on Belvenia Road by area residents for community gatherings.

In 1966, a new district headquarters for Burlington was obtained at 450 John Street and a new group called the Venturers was formed for high school boys. District Commissioner Peter Bromley heads an organization of 250 leaders, 50 Cub packs, 25 Scout troops and 9 Rover crews for a total of about 1680 Burlington boys active in Scouting.

GUIDES

Guiding was started in Burlington in November 1920 by Division Commissioner Mrs. Allan Scott and this area was then part of the Wentworth Guide Division. They were registered as the 1st Burlington Guide Company and the 1st Burlington Brownie Pack, and were later sponsored by the Thayendanegea Chapter I.O.D.E. as the 64th I.O.D.E. Company.

During the first year the company flags were dedicated in St. Luke's Church by Rev. G. W. Tebbs. Past district commissioners include Miss Florence Richardson, Miss Phyllis Dunkin, Mrs. Lionel Mullen, Mrs

Douglas Fisken, Mrs. A. P. Cadeau, Mrs. Wade Townsend, Mrs. Phillip Gage, Mrs. A. R. Douglas and Mrs. D. W. S. Best.

In 1943, the membership dropped drastically, but during the next five years it grew to 50 Guides and 50 Brownies, in two companies and two packs. By 1948, the Local Association Committee found that a permanent home was needed for the fast-growing organization. Despite many set-backs, by September 16, 1951, the new Guide home, Trefoil Lodge was ready.

Located next to the present Brant Plaza, the Lodge was officially opened by A. S. Nicholson using gold keys which were accepted for the District by Brownie Anne Ireland and Guide Sally Duke. Rev. H. G. Lowry from Knox Presbyterian Church led the dedication ceremony.

By 1958 there were 8 Brownie Packs, 8 Guide companies, 1 Land Ranger company, the Local Association Committee, the Guiders' Council and a new group, the Parents' Auxiliary of both mothers and fathers. Amalgamation of the town made administration more complex and in 1962 Guiding was split into Burlington East, under Division Commissioner Mrs. R. J. Johnston, and Burlington West, under Mrs. A. L. Hurst. In 1966 Mrs. Hurst headed up East Division and Commissioner for Burlington West was Mrs. Ross Proctor.

The movement has grown to 23 companies and 32 packs with five companies of Land Rangers and one Sea Rangers group called S.R.S. Skeena. District Commissioners, and their Guide captains and Brown Owls, give fine leadership at the weekly meetings and in the planning of summer camps, church parades and yearly competition for such awards as the Hendrie Shield. Most groups now have Mothers' Auxiliaries who assist with special occasions and fund-raising events. Burlington's companies and packs belong to Girl Guides of Canada, Hamilton Area, with headquarters in Hamilton.

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"In Sickness and in Health"

In the early 1800's immigrants were being encouraged to come to Upper Canada but no provision was made for their medical care. The high death rate was due to negligence, ignorance and unsanitary conditions and to the unscrupulous quack medical men who capitalized on the needs of the pioneers. As Gwen Clarke says in *Halton's Pages of the Past* diphtheria, smallpox, typhoid, cholera and other infectious diseases took a heavy toll of lives. Many young folk died of 'consumption' and isolation of infectious cases was unheard of so it actually became a time of survival of the fittest.

In the early years of the 19th century there were only three qualified doctors between Toronto and Hamilton, Dr. Adamson of Port Credit, Dr. James Cobban of Milton and Dr. Nathaniel Bell of Nelson Township, who was born in New Jersey in 1790 and moved to Canada at the age of two. He later became Halton County's first doctor. Dr. Anson Buck, a veteran of the American Civil War, also practiced in this area about the same time, and led the hectic, sleepless life of a typical country doctor.

An optimistic note on the health scene in 1817 was written by Robert Gourlay in *Sketches of Upper Canada* in which he said "The climate of Upper Canada is favourable to health and longevity. This opinion is founded upon the information of medical gentlemen and others, confirmed by observation and my own personal experience. I have found travelling and residing in it to be salutary and restorative to a feeble constitution." This statement must have encouraged a number of possible immigrants since the book was written to enthuse the British in the advantages of living in Canada.

A letter written in 1834 by Mrs. Dickson, an ancestor of W. D. Ham of Burlington, has been preserved. In it Mrs. Dickson told her father in Scotland that her sister and the latter's husband, Dr. John Swan, intended to settle in a place named Wellington Square somewhere between York and Hamilton. Mentioning some of the hardships endured by the pioneers of the 1830's, the letter continues "That dreaded pestilence, cholera, has been awfully prevalent in this country but is now on the decrease. In the course of a few weeks, Montreal lost

1,100 of its inhabitants. My dread of it was so great that I dared not go to see the burying ground of St. Ann's as I intended.

She speaks of a boat trip up the St. Lawrence River and the discomfort. We were exposed to a burning sun through the day and dews so rank through the night that I could almost have wrung our outer clothes in the morning, together with the thunder and rain, and a boat without any edge to prevent the children from falling over. It was no small relief to us when we boarded a steamer which we had all the way from Brockville to Hamilton and from thence we were brought in wagons which took us three days and we had no other covering at night save the shelter of an open barn or shed, so afraid were the people of the cholera that they would not permit us to enter their houses in many places.

A common sickness which struck homes in the winter was called 'ague'. This was described in an 1837 book as lake or cold fever with chills and fever. Cinchona bark, from which quinine was extracted, was the general 'and unfailing' remedy of the day for ague.

Smallpox was the big scare of the 1840's and one of the Jane Van Norman Aaron Emery letters says: "The small pox is raging in the city (Hamilton) and two of our day scholars have it. I don't however apprehend any danger of its getting in the school simply for this reason, that I believe we are under the direct protection of a wise and all-powerful Providence.

With the absence of our modern miracle drugs, people depended on quack remedies and patent medicines with complete trust. *Smith's Canadian Gazetteer* of 1846 (which listed one physician and surgeon for Wellington Square) also contained commercial advertisements. Bristol's Sarsaparilla claimed to be a safe and certain remedy for every complaint from pimples to leprosy, while Dr. Rush's Infallible Health Pills were "very superior to all ages, sexes, seasons, constitutions and climates". Cheesman Balm was not only good for chilblains, preserving the teeth and barber's itch, but for removing paint from cloth. No home should be without it! Wild Cherry Bitters was prescribed for nervous weakness and general debility and was especially recommended for drowsiness caused by spring fever.

Later in the 19th century the local government set up a Board of Health to supervise contagious diseases and try to control unsanitary practices. In 1884 for example, John Harris, David Hartley and C. G. Davis were appointed members of the Nelson Township board under Medical Health Officer A. C. Jones, M.D. A directory of Burlington for the following year lists the following physicians: Dr. Anderson, Dr. Bates, Dr. Arthur Carter and Dr. William Richardson as well as E. Thomas who was a dentist. Supplies were available at the Burlington Drug Company.

Dr A. C. Jones' annual report in 1887 said, "The low rate of mortality and the scarcity of malarial and contagious diseases, are the best indications that the township (Nelson) may congratulate itself upon a good sanitary condition during the year." He attributed the good showing to a plentiful supply of pure water, general absence of poverty or overcrowding of citizens and the great efficiency of the Provincial Board of Health in enforcing quarantine against cholera and smallpox.

He recommended an annual sanitary inspection of public schools, churches, and slaughter houses, "in preference to the present system of waiting for a complaint to be made," and said they should consider vaccination of all school children.

Meanwhile Burlington's Board of Health was hiring a sanitary inspector to check on stables, water closets and privy pits. Three hundred copies of health notices were distributed around the village, notifying residents to have all outside nuisances cleaned up by May 15, to avoid the occasional complaint that drainage from Mr N's yard was tainting the water in Mr. D's well.

In 1901 a smallpox scare hit the village and Burlington council authorized Dr. Richardson to vaccinate all persons desiring it. All those not able to pay the fee charged (25¢) were to be vaccinated at the village expense.

When someone did catch the dread disease, families were quarantined for six weeks. Sheets were hung all over the house and the doctor poured formaldehyde over the sheets to disinfect the premises. If the patient was cared for at home, a quarantine card was placed on the door and a constable was sometimes hired to see that no one entered or left the house. A box was placed at the far end of the yard for local merchants to deposit milk and groceries, and someone ran out for them after the delivery boy had left. No money changed hands and the bills were paid by council, which presumably collected from the family when the danger was past.

Sometimes more drastic measures were taken to control smallpox. In July 1901 a Mr Pettigrew from Nelson Township became ill with smallpox while visiting in the village. Dr Watson was sent in a rig to notify Reeve Richardson of Nelson to meet with the Burlington Board of Health the next morning. It was agreed that Mr Pettigrew's care would be a joint expense and tents were placed in the middle of a large field belonging to Wood Freeman. The village clerk arranged for a bed and other supplies while a constable and attendants were hired to care for the patient and keep the place isolated.

This type of quarantine was expensive for the local council who paid all the resulting bills. Expenses in another smallpox case in the township were detailed in the minutes book: $6 for vaccine points and $40 for smallpox isolation tents, $10 for moving E. General and family to and from the isolation tents, removing and storing tents, lumber, etc.; $30 to Mr. Freeman for use of his field and for wood burned by patients; J. S. Allen, $4.50 for stove pipe and other items; E. Williamson, $5.75 for furniture (he was the undertaker as well as furniture dealer, but this bill was likely for renting chairs and tables since the patient recovered); T. LePatourel $1.95 for disinfectants; J. Galloway $1 for one tub; Freeman Bros. $21.75 for provisions; G. Renton, $2.75 for milk; carrying food to tent $14; E. General and wife, care of patient $29 and Dr. Richardson's account for $140."

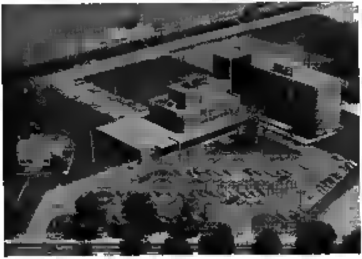
At the end of that year, Dr. [illegible] was paid $17.50 for vaccinating in seven Nelson school sections and his annual report said that although the province-wide smallpox epidemic had touched the municipality, it was of a mild nature here with no fatalities. He also complained that everyone had not been vaccinated, although the service was free.

In 1910 there were only four cases of scarlet fever and seven cases of infantile paralysis, with a scarcity of malaria, typhoid and smallpox. Township residents considered it had been a good year healthwise and they were congratulated by their Medical Health Officer for 'the sanitary condition of the township during the year'. Board of Health members in 1910 were chairman J. P. Griffin of Nelson, J. F. Richardson of Milton, A. C. Peart of Freeman, George Erwin of Kilbride, John Sheppard of Nelson and George Frith; sanitary inspector James [illegible].

Meanwhile, a man in Burlington was ill with scarlet fever and the Board ruled that neither he nor his family could leave the farm, but he would be allowed to harvest his fruit crop, provided someone else took it to the shipping point. Dr. W. R. Watson said that the few cases of diphtheria and mild typhoid cases were probably due to drinking water from polluted wells and added, 'This shows the people how dangerous it is to use doubtful well water when there is an abundant supply of absolutely pure water to be had through the water works supply source". Burlington's new water works had just been installed that year.

Town council took the responsibility of sending tuberculosis patients to the Hamilton sanitarium or the Muskoka Free Hospital for Consumptives and paid large bills each year to other Hamilton hospitals for the care of indigent citizens. There is this item from 1917: an account paid of $7 to Mr. Copeland for taking the children who were bitten by the mad dog to Toronto for treatment, and the Pasteur treatment at Hospital for Sick Children cost the town $75.

Of course, most patients were able to pay their own expenses, but the nearest hospitals were in Hamilton, and when Burlington did get a hospital during World War I, it was for returned soldiers. The large hotel known as Brant House was bought by the government and it became Brant Military Hospital. The open verandahs were closed in to make wards in the former luxury hotel and a new wing was added later.



JOSEPH BRANT HOSPITAL WITH BRANT MUSEUM ON THE LEFT

A second wing was built in 1919 mostly for wounded soldiers who were brought there after the war as convalescents. When most of the men had recovered and returned to their home towns, the remaining patients were transferred to other hospitals and Brant Military Hospital was torn down.

A general hospital for the Burlington area was discussed informally for years before any action was taken. It has only been in recent years that maternity wards have become popular and many of today's adults were born at home—or had their tonsils removed by the family doctor on a scrubbed kitchen table. Following the Second World War, when this district was beginning to grow in all directions, the need for a local hospital began to seem more urgent.

The first public steps were taken in 1955 when a meeting was called and a steering committee was set up under the chairmanship of M. M. Robinson. Members called on every organization, commercial and industrial business in the area, asking each to appoint representatives, and from these, along with representatives of the town's doctors (about 15 at that time), grew a committee of 100 which recommended that the hospital board be established. Plans for a hospital then began to grow in earnest.

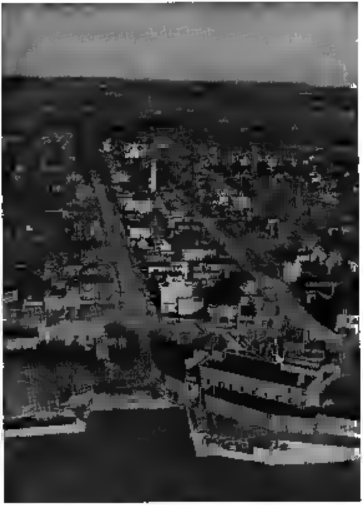
Election of the first board of governors swiftly followed town amalgamation in January 1958, and the members who served under chair man A. S. Nicholson were Rev. H. Lawry, Mrs. E. Bates, Mrs. V. Vallance, Dr. W. J. Deadman, Rev. J. Warren, R. H. Shannon, Paul Fisher, Vice-Chairman F. P. Gallagher, B. Coleman, W. E. Breckon, Eric Gudgeon, H. Tier, Leonard Evans, L. Campbell, A. Leishman, Hughes Cleaver and W. N. Smith.

With 668 in favour and 254 against, members of the Burlington-Nelson Hospital Association declared themselves in favour of the Brant Museum Park as the site for the new hospital, which was appropriately named Joseph Brant Memorial Hospital. Sod turning was held in May, 1959, and the money to build the $3,700,000 building came from municipal, county and provincial grants, plus public subscription. The L-shaped building consists of six-story nursing wings joined by a 100-foot elevator tower.

Almost as soon as the hospital was planned, the Women's Hospital Auxiliary was formed with Mrs. Kenneth Brown as its first president. Many thousands of dollars of equipment have been donated to Joseph Brant Memorial Hospital as a result of the auxiliary's work. President in 1966 is Mrs. S. M. Ferguson and there are now more than 900 members. Hospital administrator is William O'Neill and Miss Betty Davidson is director of nursing, following the retirement of Miss Marie Hudson. A. S. Nicholson was succeeded as chairman of the Board of Governors by Paul Fisher, W. N. Smith and Wilfred Carter. When the hospital opened [illegible] in February, 1961, the first patient was a [illegible] and it wasn't long before the Brant was operating near full capacity.

Architects Prack and Prack who designed the present building were engaged in 1966 to draw up plans for a needed hospital addition. This will double the original 228-bed hospital and include psychiatric facilities. The cost has been estimated in excess of six million dollars and again it will be met by federal, provincial and county grants and a provincial loan. After several stormy council meetings the town agreed to grant over a million dollars over the next two years. This is expected to eliminate a public subscription on the scale undertaken for the original hospital.

The new apartments are assisting in the accommodation of the large nursing staff and several new office buildings have provided suites for doctors and dentists. The final chapter in the story of Burlington's health services will probably be written when a second hospital in the town's northern section is constructed.



AERIAL VIEW LOOKING NORTH ON GRANT STREET—1946

31

"Do Unto Others": Welfare Practices

Back in the 1800's there was no Family Service Bureau, no Department of Welfare or any government-sponsored help for the poor and sick. Each village and township took care of its own. Public sympathy was felt for widows with young children to support or for the infirm and elderly who could no longer work. In those times when there were no public institutions to speak of and homes were larger than they are today, there was no trouble absorbing another person into the family group, especially if the local council paid for his support.

Accounts of Nelson township council in the latter years of the century indicate that much deliberation was given to charity cases. In 1889 council approved names of several people as "being indigent and fit subjects for public charity" to be paid $4 monthly. One woman was paid this sum "for keeping imbecile child until suitable place can be procured for her."

The following year a male infant was abandoned at the door of a local resident and was later placed in an infants' home in Hamilton at a cost of $1.50 a week. The baby was appropriately named Percy Nelson, after the township in which he was found, and he became the responsibility of Nelson council. Thereafter, regular bills appeared on the agenda "for board and nursing of the child Percy Nelson to the Home of the Friendless and Infants in Hamilton amounting to $24."

In 1894 the matron of the home wrote to council to state that the child was then over five years old and that they only cared for children under five. The Reeve and clerk were authorized to make other provisions for the boy and he was soon placed in a home for boys in Hamilton. The last mention of Percy in the township accounts was a bill for $15 paying in full for his care at the orphanage at the time when he was finally placed for adoption.

Paying of charity accounts was a part of each council meeting. Money was appropriated for treatment of the sick in Hamilton hospitals, for the care of such persons as "a helpless old woman having no means of support," payment to a doctor for "certifying male person as a lunatic," and for care of an "invalid who can be looked after in a home." (It was later reported that she had been placed in a private home in Kilbride for $2 a week and was slowly regaining her health)

Sometimes people applied to council for aid and occasionally their names were referred to the Reeve. There was no secrecy involved in protecting the names of those who were paid from the Poor Fund. In the township's accounts for 1871, for example, are two full pages of names of people and the money paid to each, amounting to $520. Cost of death was low in 1864 when this item showed up on the accounts: "On motion of Mr. Halstead, the treasurer was ordered to pay Thos. Boden $2 for digging two graves for indigent persons, and also $3 to Joseph Dale for a coffin for Bradley."

The Village of Burlington had its own Poor Fund and its own problems in distributing the money. One woman, getting $4 monthly, was turned down in her request for more, it being noted another widow got along on $2 a month! By 1896 Burlington had a Charity Committee which determined the actual need in each case. One elderly woman, "Mrs. D." was looked after by a different family each month for $6 until a place was found for her in the House of Providence at Dundas for the same price. The village bought her a few supplies she would need at the home. When she died six years later, council handled the funeral arrangements.

Before the turn of the century there was a negro widow, Mrs. Virginia, who ran a small variety shop on Brant Street near the lake-shore as long as she was able to work. When she did apply for charity, it was only for the winter months. Mrs. Virginia died July, 1900, and the outstanding accounts of $22 incurred by her death were paid out of the village fund.

In 1898, the United Charities of the Village of Burlington was established. The chairman was Reeve E. H. Cleaver, and members were Councillor James S. Allen, Messrs. C. Murphy and P. C. Patenaude from the Catholic Church, Messrs. J. Morrine and James Davidson from the Presbyterian Church, Dr. A. H. Speers from the Methodist Church, Messrs. E. Weber, F. Ackland from the Episcopal Church, and James Anderson from the Baptist Church. They investigated all names that came before them for charitable donations and discussed the need for a poor house in the county.

Reeve William Kerns in 1905 suggested that no charity should be given to any one unless by written order of the chairman, lest the situation get out of hand.

Gradually, responsibility for the aged, sick and indigent was taken under government and charitable organization supervision and in recent years functional buildings such as Halton Centennial Manor in Milton for senior citizens, have been constructed. First mention of the Children's Aid Society was in 1917. When World War I ended, 'Council endorsed the resolution of the Galt city council petitioning the government to take up the problem of child welfare and widows' pensions and that the clerk be instructed to forward copies of this resolution to Prime Minister Borden and to Dr Anderson, the member for the county of Halton in the Dominion Parliament."

The lists of people dependent on the Poor Fund disappeared and any further references to aid were in connection with donations to charitable or health organizations such as the Victorian Order of Nurses. The Canadian Red Cross and the Salvation Army which did invaluable work during the first World War continued ministering to the sick and needy in peacetime.

By now Burlington had a relief committee, consisting of three town councillors. Any doubtful cases were referred to Chief of Police Smith who investigated a family's need for assistance. An advertisement appeared in *The Gazette* asking citizens to get in touch with chairman of relief, "regarding anyone suffering from cold or hunger." When the depression hit this country in the thirties, the Burlington relief committee had its hands full in common with other normally prosperous communities.

Notices such as the following appeared in the 1933 *Gazette*: "Commissioner Betzner has a number of unemployed cutting down and trimming trees throughout the town. As a result the town is securing a large quantity of wood, which will be distributed by the Welfare Board." The next week a report said: "[illegible] cords of wood have been obtained by cutting down trees. Several large ones estimated to be at least 150 years old were cut down in Lakeside Park. All of them were rotten in the centre and it would only have been a short time before they would have toppled over anyway."

Another notice read: "Relief boxes have been placed in all the local grocery stores, and already a good amount of supplies has been collected and turned over to the Welfare Board."

In September 1935 the Burlington Gazette reported on dire problems elsewhere: "Free railroad transportation from Ontario to the west has been granted for car loads of fruit, vegetables, and other relief foodstuffs and clothing being sent in aid of those whose gardens and crops have been ruined by drought and grasshoppers. United Churches of Halton County are making arrangements to ship the carloads to the stricken areas."

In 1935 Police Chief Lee Smith of Burlington and Chief Harvey Hunt, Nelson Township police, collected funds from various clubs and organizations which they used to buy food baskets for the needy. In 1936, a public meeting was held and a Christmas Welfare Committee was formed under the joint chairmanship of Chief Smith and Inspector Hunt. A central registry was set up to provide better distribution to needy families.

In 1961 the Halton Christmas Bureau was formed, and town organizations gave the project whole-hearted support. The following year the Bureau was re-formed as the Burlington Christmas Bureau under the sponsorship of the Inter-Service Clubs. Since the early days of the program, George Johnson's home on Wellington Street has been the headquarters for toy repairing and distributing. Mr Johnson was chosen as Burlington's Citizen of the year in 1963.

The list of volunteer charity helpers throughout the year includes church and school groups, sororities, auxiliaries and service clubs. Some groups have been organized for a specific purpose, such as the Joseph Brant Memorial Hospital Women's Auxiliary, the Margaret McKindley Auxiliary for the Blind and the Burlington Association for the Mentally Retarded. Lending a hand to local as well as national projects are such societies as the University Women's Club and the three I.O.D.E. chapters, Thayendanegea, Wellington Square and Sovereign.

Service clubs in the Burlington area embrace a great many of our citizens, including women's auxiliaries. The Inter-Service Club includes representatives from the Canadian Legion, Branch 60, Chamber of Commerce, Optimist, Kiwanis, Rotary, Kinsmen, Zonta (the town's first service club for women), Lions (Aldershot, Central and Burlington-Nelson branches) and Civitan Clubs along with a representative from the town.

The Inter-Service Club's "Citizen to be Remembered" award has become a tradition. Begun in 1955, the first Citizen to be Remembered was former police chief Lee Smith, after 41 years of service to the Town. In 1956, Constable Charles Parsons was chosen for his work in the traffic safety field. In 1957 Mrs Dorothy Angus, a friend to thousands in her capacity of town librarian, was the first woman to receive the award. A. S. Nicholson was honoured in 1958 for many years of service including leadership in the building of Joseph Brant Memorial Hospital.

M. M. Robinson was cited in 1959 for his contribution to local education. Three years later a new high school was named after him. Mrs. E. R. Swift was recognized in 1960 for work in the interests of retarded children and in the formation of Mayfield School for Retarded Children.

Dr. W. A. Weaver, Citizen to be Remembered in 1961, gave years of service as a general practitioner and along with his wife gave impetus to the building of Central Arena.

Principal of Burlington Central High School from 1928 until his retirement 35 years later, James MacFarlane Bates was honoured in 1962 and George Johnson in 1963. Originator of the Red Cross loan cupboard, Mrs. Gordon Blair was honoured in 1964 and the fourth woman to be remembered was Mrs. J. D. Mills in 1965 for church work and concern for the blind of the community.

32

Homes and Subdivisions

The first early land sales of what became Wellington Square were made by Joseph Brant who had been deeded Brant's Block in 1798. These sales were made to loyalists, some of whom were friends of Brant before and during the Revolutionary War. In 1805 Brant sold 200 acres to Nicholas Kern and 211 acres to Robert Wilson.

The Robert Wilson land was sold in 1808 to Benjamin Mallory then to John Heigh for £300 and later the same year back to Mallory. In 1815 the sheriff of the Home district gave a deed for the same land to Augustus Bates for £50 10s apparently a mortgage sale. This is typical of the back and forth transfer of many of the early realty transactions.

The earliest white settler on the land of Wellington Square is believed to have been Augustus Bates who came here in 1800. His farm ran west from Brant Street over to the middle line of the present St. Luke's graveyard. Augustus was the brother of the William Bates who had operated the King's Head Inn at the south end of the beach. His descendants retain Augustus Bates 1806 licence to sell spirituous liquors by retail indicating that he, too, ran some type of hostelry.

James Gage of Stoney Creek laid the foundation for the village of Wellington Square by making the first survey of Brant's Block and buying 338½ acres for £252, 14s. 4d. This was a rectangle fronting on the lake between Rambo Creek and Brant St. Gage put up mills and commercial establishments. There is a possibility that James, Maria and Martha Streets could have been named after members of the Gage family. In 1805 Brant mortgaged 1,000 acres to Mather Elliot and in 1812 after Brant's death the land was deeded to Elliot.

Other early sales were made to John Davis, 240 acres; Ralph Morden, 161¾ acres; Michael Grout 144¾ acres, John Dawson 106 acres; Peter Desjardins, 125 acres. George Chisholm settled at the old outlet between the Lake and Bay. John Chisholm was another early landowner near there.

In 1806, Thomas Ghent bought 205½ acres from Brant and in 1806 Ashael Davis bought 240 acres. The Davis Ghent story is the saga of two U.E.L. families. Originally from Wales, they had emigrated to North Carolina where plantations had brought them wealth and position. In 1792, loyal to the British Crown, they fled north to the mouth of the Genesee River, the site of the city of Rochester. They remained there until an old friend, Governor Simcoe, hearing of their plight, had them transported by gunboat to Fort Niagara.

Here they spent the next winter before going on in the spring to settle on Crown lands at Mount Albion in the township of Saltfleet. A few years later they bought land from Joseph Brant and settled their families on Brant's Block. With them they carried by canoe across the bay small apple trees they had raised in Saltfleet from seeds from the Carolinas. They cleared their land and planted the seedlings which prospered and formed the nucleus of the orchards which made this area noted for apples. Thomas Ghent built his homestead near what is now Maple Avenue and Ontario Street. The Davis homestead site is now occupied by the offices of L. H. Schwindt and Co. Ltd., east of Maple Avenue, on the Queen Elizabeth Way.

The families joined hands with the marriage of Thomas Ghent's son to Elizabeth Davis. Their son George, born in 1806, and Augustus Bates Jr., born January 4, 1805, were the first two white children native to this area. These families were also linked in 1851 when George Ghent married Catherine Bates, a second cousin of Augustus Jr.

These families and others of the first settlers went through many hardships and only the fittest survived. Log cabins were erected after a clearing had been made in the forest. Rather smugly a writer in the *Genesee Farmer* said in 1841, "A log house in a newly settled country has always struck me as exceedingly good taste and first rate domestic economy." Frame houses, of sawn logs came later after barns were built. Anna Jameson, travelling through Wellington Square in 1837 said of the settlement, "It has been recently laid out and contains about 20 wooden houses."

After the Loyalist settlers had arrived, the next newcomers were mostly immigrants from the British Isles. They found it a lonely life in Upper Canada, especially the women. "There are many pining and discontented women in Canada," observed Mrs. Jameson, who said of the inhabitants, "Their love, their pride, are not for poor Canada but for high and happy England; but a few more generations must change all this."

Life here was, indeed, a far cry from what these people had been used to. "It was flax, the pedlar's pack and buckskins that the early settlers had to depend on for clothing when their first supply ran out," said Egerton Ryerson, an itinerant preacher who visited locally. With the help and advice of the Indians, deerskins were preserved, dressed

and made into coats and trousers for the men. The government encouraged the growth of flax for linen and every farmhouse had a loom.

The everyday menu would include slices of dried venison, hot cakes of Indian corn, eggs, a bowl of milk and perhaps radishes or pieces of sassafras root. The occasional visitor might be given venison steaks, fried fish, coffee, cheese, whiskey punch and tea brewed on special occasions and tasting like mouldy hay.

Farm work was hard and labour scarce. In November, 1817, when there were 16 houses in Wellington Square, John Brant, Augustus Bates, Ashael Davis, Thomas Ghent, Ralph and James Morden and Nicholas Kern reported "The reason the province has not improved more is in part, owing to the inhabitants wanting the means of assisting themselves more than they were capable of doing by manual labour".

There was little cash available and horses cost £15 at Wellington Square when any were for sale. A hired man, if one could be found, would work for £25 a year, or 6 shillings a day at harvest time. Farm implements were of the most primitive kind.

The sad plight of many settlers is described in the 1817 Trafalgar township report, "The greater number of our farmers, when they first settled in the wild woods have little more property than a cow, a yoke of oxen, a log chain and an axe. . . . The family generally consists of a man and his wife and a number of young children and is unable to hire hands. The whole of the labour devolves upon the man until the eldest of his children grows up to help him. His toil is incessant. Four or five acres is all that he is able to clear and sow in a season. Often he has to work out for a part of his bread.

"By the time he gets his farm in such a state of improvement as might permit him to live comfortably, he is frequently obliged to sell it, in order to pay off his debt. Those who weather out the first ten years without sinking are generally able to spend the remainder of their days in comfort."

Conditions had improved by 1845 when there were about 400 inhabitants in Wellington Square. Smith's Gazetteer of that year noted the village had been settled about 20 years. There was just about every type of store as well as a doctor, tavern and churches. Transportation by steamer to Hamilton was available.

Meanwhile at Port Nelson there had been a settlement probably earlier than at Wellington Square. This community was just outside Brant's Block at the Guelph Line and before Brant was ready to sell off lots, Crown land could be had in Port Nelson.

One of the first substantial homes at Port Nelson was that of Dr. Thomas Greene, first rector of St. Luke's Anglican Church who came here from Ireland and settled on a 200 acre farm in 1832. His home

THE FISHER HOME (SHADY COTTAGE)—BUILT 1837

was at what is now the corner of Elm Street and Hart Avenue. Great pines, acacias and honeysuckle lined the drive leading from the Lake. Mrs. Greene's roses from her native land gave the place the name of "Roseland".

The community at the foot of Guelph Line originally had been called Cape Paradise but in 1809 the name Port Nelson appeared on a provincial map. The population eventually reached 250 but in 1846 there were 60 inhabitants, a store, tavern and shoemaker. Five years later a carpenter and shipbuilder had settled there.

By 1869 the population was 150. The centre of the village was at the corner of the Guelph Line and Water St. extending for a distance on both sides of the Guelph Line. A portion was south of Water Street but where it stood is now under water, the shoreline having eroded with the action of the waves. Market Street appeared on an early map of Port Nelson. It may have symbolized the Port's anticipation of a commercial area which never materialized.

Farther north, Herman Fisher of the Philadelphia region, who had settled near Vineland, bought 200 acres on what now is the Guelph Line from Catharine Brant for his son Peter. Peter Fisher settled there with his bride in 1824 in a log cabin. The Fisher home at 801 Guelph Line was built in 1837. Today several generations later, the Fisher Farms are still a successful enterprise on part of the original land purchase.

In 1873 the part of Port Nelson west of the Guelph Line, joined with Wellington Square to become the incorporated village of Burlington. The shipping activities of the Port declined as the lumber and grain shipments fell off and it had become a residential and farming community by the end of the 19th century.

The name of Port Nelson was retained along with Roseland and

have become attached to the area mainly from the Guelph Line and between the lake and New St.

The first developer of Roseland was W. D. Flatt, a lumber merchant who had built a "suburban" home in 1910 at 3074 Lakeshore Road. He and his wife were "so delighted with our environment . . . that we decided to purchase other properties on the Lakeshore and to develop a suburban community."

In a 1912 brochure Mr. Flatt, a salesman par excellence, described the "invigorating" breezes, the rich garden soil and the magnificent shore line. He did not remain in this beautiful setting too long, selling it in 1914 to John Moodie of the Hamilton knitting mills family whose daughter, Mrs. Victor Valiance, still resides there. The home is on the south side of the highway with its red tiled roof and beautiful garden and is as lovely today as it was a half century ago.

Mr. Flatt by 1912 had laid out what he called Pine Cove Survey from the Guelph Line to Pomona Avenue on both sides of the highway. Stretching along to the east were Pine Cove Addition and Pine Cove Extension. In Pine Cove he had set aside a six acre recreation park and at the lake shore another 600 foot park frontage with a pier. Lots in Pine Cove were going for $1,000 to $1,500 in 1912, while those further east in the extension were from $250 to as high as $1,500.

Still farther east at Walker's Line was Flatt's Crystal Beach subdivision and each lot had a [illegible] foot lake frontage extending back to the

GUELPH LINE AND LAKESHORE ROAD—ABOUT 1912

LAKEHURST VILLA—ABOUT 19[illegible]2

as 425 feet. These lots were listed from $900 up. Shore Acres was the most expensive survey with wooded lots going for $1,500 to $3,000. These were from two to five acres with a pier and good harbour for small boats.

Unfortunately as far as the lakeshore was concerned, Flatt was ahead of his time. Some large homes were built along the highway but most of his land remained empty.

In 1922 Ross Hart, for whom Rossmore Boulevard and Hart Avenue are named, laid out Chestnut Park which extended on both sides of First Street from the Guelph Line to Rossmore Boulevard. In 1924 the Cleavers began the developing of Roseland as it is today.

The Rose and Park survey took in Balmoral Avenue, Hart Avenue, Princess Drive, South Drive and Woodland Park Drive. In the early 1930's Hughes Cleaver developed Roseland Court Survey, Rossmore and a continuation of Princess. Mr. Cleaver recalled the area was open fields before he planted the trees which add so much to the district's charm today.

In the late 1950's Mr. Cleaver opened up Roseland Heights, north east of the filtration plant and later Shore Acres Heights. In these surveys he continued his policy of tree planting, putting a Schwedler maple on each lot.

In the mid 19th century a settlement was started on Brant Street. Joshua Freeman formerly of Nova Scotia divided equally his 400 acre farm with his son, Joseph, and each worked his holdings on the northern corners of Brant St. and Plains Road. One of the district's oldest homes, the Joseph Freeman farmhouse was torn down when Holland Motors built on Plains road, just west of Brant street. Joseph's son, J. Smith Freeman, a president of the Burlington Horticultural Association, had lived on in the homestead.

Freeman station encouraged the establishment of several industries around the railroad and a few homes were built there. Edwin and Wesley Freeman, sons of Joseph, operated a general store and Post Office on the east side of Brant street north of the C.N.R. tracks. This was run by a Mr. Armstrong and then by William Cannon whose wife was related to the Freeman and the Ghent families.

South of the tracks, on the west side of Brant street was the "Freeman House", a boarding house operated by George Renton. The present barber shop is the former parlour and today's store occupies the sitting room and the dining room. This building was believed to have been a hotel before Renton's time.

After the turn of the century, when Brant Street was a dirt road and the Queen Elizabeth Way was a nine-foot wide strip of gravel, the Lewises, Sherwoods, Klodts, Kerns, Pearts, Bells and Malcolmsons lived in Freeman.

After 1900 A. B. Coleman built the Brant Hotel and developed Indian Point as a residential area. The six-hole golf course there was the first in Burlington. Mr. Coleman died in 1939. For many years the streets were without names but in 1961 with the advice and help of Brant Coleman, son of the founder, the streets of Indian Point were given names such as, Iroquois, Algonquin, Mohawk and Indian to perpetuate the memory of the nations of warriors who were the original residents.

W. D. Flatt helped to develop the shores of the Bay. Buena Vista survey was opened on the King property and to the west Brighton Beach became a close-knit little community. Brighton Beach had been owned by Daniel Harrison who sold 225½ acres of his farm on the north shore of the bay in 1912 to Mr. Flatt for $20,000. This acreage lay between Woodland and Holy Sepulchre Cemeteries.

A pumping system was installed by residents for their water supply, electric lighting installed on the main streets, streets widened and names posted, baseball teams organized, a tennis club started and postal delivery and pick-up instituted. The survey attained the status of an electoral sub-division and residents had places on the township council and high school and public school boards.

Burlington was sprouting its wings with the dawn of the 20th century. Wooden sidewalks like those in front of the Roderick home on Water street, west of Brant street, would disappear. The Roderick house was built and owned by Capt. Sharp and was said to have had parquet hardwood floors, the first in town.

In 1892, Caroline Street from the limits of the village of Burlington to Lorne Street and a part of Lorne Street were accepted by Nelson township as public roads. John Gray had laid out streets in his survey extending between Caroline and Lorne. In the same year Addison Hager laid out a street extending from Ontario Street to the Hurd farm named Hager Avenue. It was accepted as a public road and a portion of the town boundary at the time.

Bits and pieces of Nelson township were annexed by Burlington from time to time and in 1909 the boundary was extended to Maple Avenue. This relatively large chunk of expropriated land went across Birch, southward along the C.N.R. property across to Maple Avenue and down to the Beach.

By 1911 Ghent's survey had been opened with the township accepting Ghent Avenue as a public road. Roads and housing went hand in hand and the creating of Bayshore Drive or North Shore Boulevard in Aldershot opened up the Inglehaven and Glenhaven surveys.

From the turn of the century right up to the 1930s Burlington was the kind of small town every boy should live in, in the judgement of present residents who remember those days. Caroline Street was the boundary of the town proper and west of Brant Street Hurd's farm stretched north. The Bell and Blair orchards extended north on the east side of Brant street. Along Brant to Freeman there were a few homes. Beyond Freeman was the "country". In the late 1930's Emerald Crescent was being developed and from there to Freeman the view was green countryside for the most part. The atmosphere was peaceful with the only sound the occasional whistle of a locomotive or the pealing of the town bell. There was no clangor of industry or traffic to shatter the peace and calm. Everybody knew everybody else. Families intermarried and business was done on a more personal basis with a man's word as good as his bond. But change, or as some say "progress" was just around the corner.

Inglewood survey reminiscent in a modest way of Indian Point was begun in 1925 by Irwin Proctor who owned a farm east of the present Strathcona Drive. As a pioneer aviator he had a hangar and an aeroplane located on the property. Proctor's father, a prominent Hamilton settler after whom Proctor Boulevard was named, had owned the lakeshore property and willed it to his son.

Originally the Lakeshore Road had curved to follow the shore line of the lake. When the No. 2 highway was paved and straightened after World War I Proctor had found himself with land fronting on either side of the highway. He opened up Belvenia Avenue in the middle of his farm north of the highway. The land remained idle for some time until, about 1925, he opened a survey and offered for sale lots south of the highway. Inglewood Drive, curving around from the highway to the lake and back was constructed. Light standards, a sunken garden and other embellishments were installed. Two lots were sold and then the depression set in. One of the houses is the stucco home on the south-east corner of Inglewood and Lakeshore built by Mr. Procter on speculation.

Towards the end of the depression the town found itself with a great number of vacant properties acquired by tax sale.

In the latter part of 1938 a program of selling lots for $25 to $50 each was started with the provision that the purchaser, within a year, begin construction of a home worth not less than $3500. Home building was stimulated and the growth of the town has never faltered since then.

One of the "deals" made at this pre-World War II period was a trade between the town and M. C. Smith. The corporation had 11 lots on Smith Avenue and Mr. Smith had 12¼ acres adjoining Central School, the last open land within Burlington. The town and the ex-mayor, for a token dollar, bought each other's land. The farm property was developed as a park and a section later given to Central School as a football field and for future expansion. It is reasonably sure that Central could not have continued at its present location or have grown to its present size without Mr. Smith's land.

It was after World War II that Burlington began to mushroom. W. Frank Utter had, just prior to the war, developed the Glenwood survey, west of the Guelph Line. After the war, parcels of Veterans' Land Act property were sold further west on the Clarence Wood farm, and the Queensway survey was opened. More V.L.A. lots were sold to veterans on [illegible] Avenue north of Rossland and in other sections in Nelson township, and Aldershot.

In the centre of town A. S. Nicholson sold land to C. F. Hewitt who developed, after the war, Eden and Halifax Places, Baldwin Avenue and Hurd. He also opened up Harris Crescent from Torrance street.

The Blair farm was subdivided by John and Stanley Blair in 1952. The former Ogg farm on Brant Street north of Blairholme Avenue had been bought by George Blair whose substantial farmhouse across from St. John's Church built by him in 1896 is the residence of Stanley Blair [illegible]

The former Bell property on Brant Street where the shopping plaza is located was originally the Springer and later the Koenig farm. The Springer home of Gothic design with a fountain in front stood about where Loblaws is now. As well as operating successful orchards, Mr. Bell built a large cold storage plant which was torn down for the Brant Street commercial development. Some of the streets in the adjacent subdivision, Courtland, Wagner and Tallman are named after species of Bell apples and Bellwood commemorates the family name.

THE LATEST CONCEPT IN TOWN HOUSES & GARDEN COURT APARTMENTS
KENSINGTON GATE

North of the highway west of the Guelph Line, George Fisher had a farm. His son-in-law Ira Clark who had married Nellie Fisher was a Quaker mathematics teacher in Orillia. At George Fisher's death, the Clarks came down to Nelson and settled on the Fisher Farm. Ira Clark was a good farmer and the farm continued to prosper under his management. About 1949 when he died the survey of Clarksdale was opened up for residential development. Fisher Avenue runs through the centre of the original survey. Later homes in Clarksdale are on what was the Peart farm.

Just about the time Clarksdale was being developed, some houses were built adjacent to the Queen Elizabeth Way west of Guelph Line. The Department of Highways ruled that they be moved back from the highway and they were taken up to the Clarksdale property to the north.

Mountain Gardens survey is on the former Eaton farm and Rolling Meadows takes in the upper part of the Eaton farm and land owned by the Kerns brothers. West of the Guelph Line and Clarksdale School the subdivision Maryvale was opened by Arrigo Bros. Ltd. the company which also built townhouses and multiple housing south of Maryvale off Mountainside Drive.

One of the latest tracts to be opened north of the Queen Elizabeth Way is Tyandaga Estates, a 600 acre complex built around the golf course consisting of garden apartments, townhouses and fine residences being developed by the Rampart Co. Brant Hills Estates comprising hundreds of acres north of M. M. Robinson High School is a project of Western Heritage. Long Pines, a townhouse complex was developed east of Guelph Line north of New Street by Gerald Stark who also opened Cranston Court in Aldershot, and Rothesay Place west of Walker's Line and New Street.

In Aldershot, after World War II, Hughes Cleaver acquired the Long farm and opened up Long Acres subdivision. Jacob Cooke developed "Birdland" on the Filman farm in the early 1950's and later Glen Acres and adjacent surveys. John Cowan in 1952 developed 35 acres as North Shore Gardens west of the Burlington Golf Course. It was in Aldershot that Jacob Cooke opened up Harbour Heights overlooking the bay. Mr. Cooke developed Manley Park east of Francis Road, and Fairwood Acres behind the Dominion Store.

Elizabeth Gardens in the far east end below New Street, stretching from Hampton Heath, was developed before amalgamation. After 1958 Burlington found itself with a subdivision in which roads were unfinished or not up to standard. Crews were despatched to finish the job and the costs were charged to the developer. West of Elizabeth Gardens a partially wooded area was opened up by Verhoeven Const. Ltd. White Pines became a charming subdivision of split level homes. Guildwood subdivision, another Verhoeven project south of New St. west of Walkers Line was developed about 1964.

Strathcona Gardens, Roseland South, east of Appleby Line, and Ravenswood were developed between 1965 and 1968. Ravenswood was a 100 acre farm owned by Colin Smith west of Walker's Line. The homestead called "Ravenswood" is back on a winding driveway from the Lakeshore Road, the home today of R. A. Carlson whose wife was a

A MODERN SPLIT LEVEL SINGLE FAMILY HOME

A TYPICAL HIGH RISE DEVELOPMENT — LA SALLE TOWERS

South. The Smith line traces back to Hiram Smith one of the town's first businessmen who is mentioned elsewhere in the chapter dealing with education.

While it is not possible to list all the subdivisions, the population figures tell the story. Between 1947 and 1960 the growth rate for Burlington was 228 per cent while that for the whole of Ontario was only 35 per cent. Burlington's growth has been directed by a master plan designating certain areas for commercial, industrial and residential purposes. Schools, parks and shopping facilities have been planned to meet the needs of the present and the future.

Burlington has pioneered in the field of town planning, council agreeing back in 1921 that preparations should be made for the years ahead.

It was in 1949 that the district was made a planning area under the Ontario Planning Act of 1946 and the Burlington and Suburban Area Planning Board was set up. Members have included such men as Edmund Hulby and Allan S. Nicholson. The present chairman is Gordon Schoulander. The board consists of eight Burlington members appointed by council, two from Waterdown and two from East Flamboro.

The town's official plan, approved in 1962, made Burlington one of the first municipalities in the region to have an official master plan. The planning department was established in 1961. Director of planning is R. E. Roberts, assisted by Robert Seton.

The Provincial Planning Act set out certain requirements for developers. After 1959 the act was broadened to allow municipalities to set their own standards. At present developers in Burlington must put in hydro facilities, storm and sanitary sewers, satisfactory streets and street signs. The town and the developer work together in deciding what refinements should go in. Some main roads leading to schools, for instance, call for curbs, boulevards, and sidewalks while other short streets need only curbs.

Subdividers must put $700 per house into a reserve fund to pay for extra facilities in the way of fire and police protection, street maintenance equipment, parks, schools, etc. needed in the future.

A recent phenomenon has been the high rise apartment of six or more stories. As the Federal government made available more mortgage money for multiple housing, builders began the construction of several tall structures. Citizens in residential areas protested intrusion on their privacy. The municipal elections of December 1965 were stormy and an almost completely new council was voted in, committed to halt or at least slow down the apartment building in predominantly residential low density areas.

Torrance Terrace, the first of the cliff dwellings at Torrance Street and Lakeshore is set in landscaped grounds. Other high rise buildings finished and in some cases unfinished are spotted here and there from Aldershot to the Skyway Plaza.

Burlington has run the gamut from log cabins to luxury penthouses. Little evidence remains of the town once described as the "Brighton of Canada" a watering place and summer resort without peer. The new Burlington meets the need of a different age.

33

The Way Ahead

Long-time residents of Burlington miss the small-town features of the community and the days when they could walk down Brant Street and recognize everyone. They remember the festivities and parades such as the celebrations in 1927 to commemorate the Diamond Jubilee of Confederation. The Lions Club erected a cairn in Gore Park to mark the occasion and on Dominion Day, July 1, they organized a big parade down Brant Street.

Skipping across the years, everyone in town celebrated Queen Elizabeth's coronation in 1953 when a community church service was held at the arena. Elgin Corlett led the musicians and the choir was representative of all the churches in town. Coronation Park at the corner of Wellington and Emerald Streets was dedicated with A. C. Mason planting a tree there and Spencer Smith doing the same in the park at the foot of Brant Street.

Now the town is preparing for the celebration of Canada's Centennial year 1967, with parades, pageants, and parties of all kinds.

Burlington has indeed grown from the rural village of 1875 with a population of something over 750, to the town of 1914 with 2100 inhabitants, to the sprawling community of 1966 encompassing an area of 53,886 square miles with a population of 65,507. The jump in population figures from 9,569 in 1957 to 32,685 in 1958 was made possible by the enlarging of the town through the amalgamation with Aldershot and Nelson township. The story of real growth, however, is shown in a comparison of the June 1966 figure which is up [illegible],000 over that for the preceding September. Figures released by the Dominion Bureau of Statistics indicate that Burlington had twice as many residents in 1966 as in the amalgamation year of 1959.

With the announcement that throughout Canada the town was second only to Toronto township in the building of homes, the Burlington Planning Department's latest population projection figures become believable. Remembering that the town's planners in 1961 made estimates for 1966 that proved to be "on the nose," the following calculations are significant: for 1970—79,000, 1975—105,000, and 1980—135,000.

Despite this type of prophecy, many in this predominantly residential town find it hard to believe that if growth continues as it is now, Burlington will eventually be a good-sized city.

Nineteen sixty-six has been the year of the regional government reports. The Mayo report charted the Niagara area and the Plunkett report did the same for the counties of Halton and Peel.

In July 1965, Thomas J. Plunkett, a Montreal municipal affairs consultant, was appointed commissioner for the local government review. Released in September 1966, the report recommended the formation in the north of a "Rural County of Peel-Halton" and, in the south, the "Urban County of Mississauga" composed of the towns of Burlington, Oakville, Port Credit, Streetsville and Brampton, the township of Toronto and part of the township of Chinguacousy.

As the areas affected study the report and its implications, the future of the community to the west, Wentworth County, Hamilton and the township of West Flamboro, is still in doubt. Already the Burlington and Suburban Area Planning Board has passed a motion requesting that a study of the possibility of regional government for this area including Burlington be undertaken by the province.

It would appear then, that if present growth continues, Burlington eventually will become a part of a larger complex stretching either to the west or the east. More exact predictions are only likely to produce a chuckle for future readers just as Rev. G. W. Tebbs' forecast of 1927 did: "Is it too much to hope that by the time Burlington celebrates the centenary of Confederation 40 years hence, it may be known as one of the beautiful cities of the Province?" Mr. Tebbs asked, and added with pride, "Surely Burlington stands a town 'nearest to Heaven and most like it.'"

Perhaps this celestial comparison is less valid with the urban development of the past few years than it was nearly half a century ago. Yet there is growing among the newer residents the same pride in the town felt by past generations, a pride not only in the physical beauty of the town's location but in its achievements in keeping pace with a modern age.

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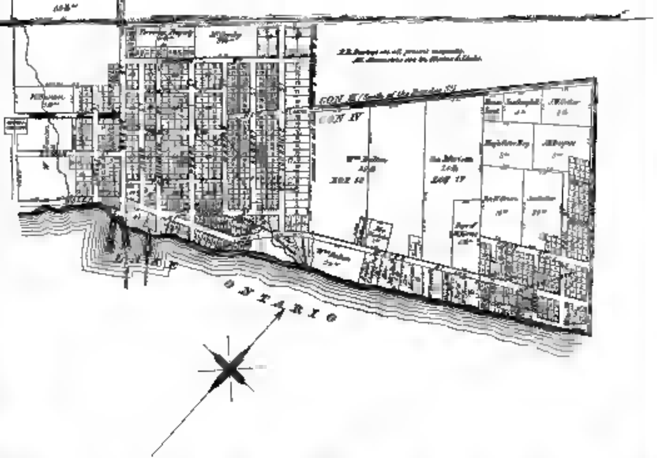
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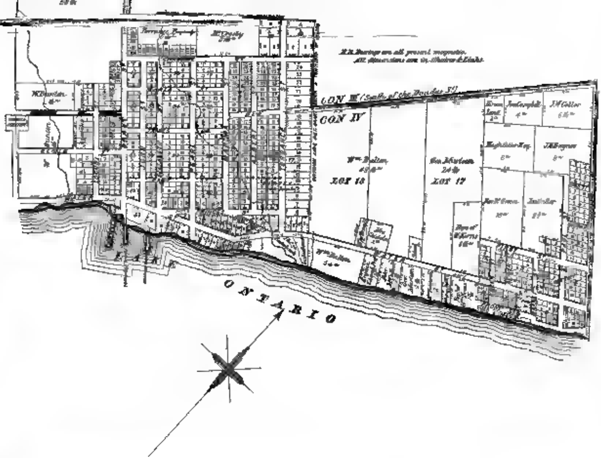
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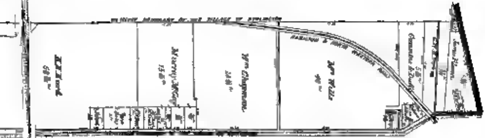

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FROM PATHWAY TO SKYWAY

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Illustrated

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To

All those men and women who from the early 1800's to the present day have worked for what they believed was the good of the area which now lies in the Town of Burlington — and who have made the town one of the finest places in the country in which to live.

Acknowledgments

The authors are grateful for help given by the following Miss Ida Reddy and the staff of the Burlington Public Library employees of the town in almost every department members of the Centennial Committee business and professional men and industrialists Mrs. M Easter and Bruce Lindley of the Board of Education administrative offices and M M Robinson whose enthusiasm got the authors started

Special gratitude must be given to those who helped prepare the book for publication W J McCulloch who spent many hours with black pencil in hand cutting the book down to size Emerson Lavender who reviewed manuscripts Mrs J Richardson who proofread and Leo Podetz who proofread and co-ordinated the Burlington end of the publication,

The authors are also greatly indebted to the many residents of Burlington and district who patiently answered questions and recounted stories of the old days. Some made available space in their homes in which the writers were able to work. Others lent valuable books, papers and pictures for months on end, trusting the authors to keep them safe Still others helped with research and did typing This co-operation and interest speeded the work and encouraged the writers The many names of these people cannot all be listed—but *they* know who they are and will, we hope accept the thanks of everyone involved in the publication of this volume

Introduction

The authors of this history have spent 15 months solving an intricate jigsaw puzzle. It began with a myriad of disjointed facts and stories from the days of the Mohawk Indians, United Empire Loyalists and the nucleus of a community that grew around Brant's Block. The puzzle began to take shape as copious notes were compiled about people and their lives in Wellington Square, Aldershot, Kilbride and Nelson Township centres such as Appleby and Zimmerman which exist today only in people's memories.

Interviews with long-time residents and members of Burlington's pioneer families proved fascinating and the hours spent culling stories and facts from old diaries, yellowed documents and hand written council minutes, began to give us a clear picture of our town.

Pieces of the jigsaw puzzle were finally fitted together with the story of amalgamation in 1958, but history books never have an absolute ending, and up-to-date facts about Burlington were being added, even as chapters were being sent to the publishers.

Through research and editing, we have endeavoured to make this volume historically accurate as far as possible with the information available to us. For the sake of brevity, it was not possible to use all the material we collected, and it must also be noted that the spelling of some names and places has changed through the years.

We realize that the first chapter may be of interest mainly to geography buffs and certain sections of the book will have more meaning to one family than another, but the human interest stories and anecdotes that have passed down through the generations could have happened in any community.

We are deeply grateful to all the Burlington residents who searched their memories (and their family albums) for us, who lent us treasured documents, patiently answered our endless questions and checked our notes for accuracy. Thanks also to our husbands and children. Without their co-operation, this book could never have been written.

The people whom we wrote about seem very real to us and we feel nostalgia for a friendly small town atmosphere that we sincerely hope has been transmitted in these pages.

BARBARA FORD AND CLAIRE EMERY

Barbara Ford

On the occasion of the celebration of the one hundredth anniversary of Confederation in Canada, the Confederation Centennial Committee of Burlington commissioned Mrs. Barbara Ford and Mrs. Claire Emery to write the history of Burlington.

The many hours of diligent research spent in preparation for this publication has given us a most complete story of our community that every citizen now and in the future will find both informative and interesting.

I would personally like to thank the many residents who made available, historical records, information and pictures, without which this book could not have been written.

To the members of the Centennial Committee, for their assistance in editing the manuscript, Mr. W. J. McCulloch, Mr. Emerson Lavender, my sincere gratitude.

Between these covers history comes to life to acquaint the reader with Burlington in the past, and as the title depicts, it is truly a history of Burlington "From Pathway To Skyway".

JAMES H. PARKER, *Chairman*
Confederation Centennial Committee of Burlington

James H. Parker

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1

"Know Ye the Land . . . ?" —*Byron*

Histories should start at the beginning. If this is true, then Burlington's story should begin millions of years ago when this area was all below the sea. Fossils found in the bedrock deep in the earth are of salt water organisms which indicate the truth of this theory.

Gradually this part of the continent arched above the sea and the water flowed off cutting streams and valleys as it went. The Dundas Valley running west from the tip of Lake Ontario is one of the longest pre-glacial valleys in our vicinity.

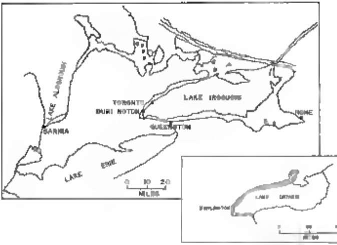
Erosion of the water during this period ate into the softer rock and left the hard rock standing. The Niagara Escarpment is believed to be the result of this erosion.

About 250,000,000 years after the land appeared above the sea, its progress was set back by the great glaciers which began to cover it. The glaciers came and went, melted and froze again until at last they began to retreat permanently some 10,000 years ago. Most of the physical features of Burlington today are the result of the Wisconsin Glacier and its recession.

It was in Pleistocene time when this great ice pack extended over all of Southern Ontario and down into Ohio. As the dripping edges melted, they once more uncovered our area. Inland lakes were formed from the melted water and the largest of these were Lake Algonquin covering Lake Huron and Georgian Bay, and Lake Iroquois covering Lake Ontario and extending down the Mohawk Valley to Syracuse and Rome, New York. These two glacial lakes were long-lived and their beaches and bluffs can still be seen today.

The glacier changed the drainage of the Great Lakes, and the St. Lawrence Valley was dammed early in the advance and re-opened late in the recession of the glacier. The water in the lakes rose until it found an opening and spilled down the Mississippi or east through the Mohawk Valley.

When the glacial dam in the St. Lawrence lowland withdrew, it meant the end of Lake Iroquois as its water began to flow down through Hudson valley. Finally the present Lake Ontario was left, the rim of its water a full 115 feet below the level of Lake Iroquois.



THE IROQUOIS PLAIN

The narrow belt of land along the shore of Lake Ontario formerly covered by Lake Iroquois water has been called the Iroquois Plain. It extends around the western part of Lake Ontario from the Niagara River to the Trent River, a distance of 90 miles, its width varying from a few hundred yards to about 8 miles. The town of Burlington is located near the southwestern end of the Hamilton-Toronto section of the Plain.

The shoreline of Lake Iroquois is marked by the great gravel bar which separates Cootes Paradise from Hamilton Harbour and parallels the harbour and Lake Ontario shorelines into the gravel ridge in Aldershot.

The presence of the Iroquois Plain was instrumental in the settlement of our area and its physical properties supplied the early inhabitants with not only the basic necessities of life but the means to create a thriving community.

Between the lake and the gravel ridge lies a well-drained gently sloping sand plain which varies in width from a mile and a half in the Willow Cove district in west Burlington to just under two miles in central Burlington. These sands were worked and re-worked by the water of Lake Iroquois until they became medium and fine textured. This fertile sandy loam soil formed the basis for the agricultural economy which was the area's first sustenance. The moderate climate influenced

by the lake giving a long frost free growing season, and the presence of the Niagara Escarpment which deflects winds and causes the development of clouds and precipitation, have also contributed to the success of farming.

The Iroquois Plain was the first settled area in Ontario, probably due to its proximity to Lake Ontario and the avenues of transportation it provided. The attractiveness of the lake plain landscape encouraged settlement and the easy grades leading up from the lake ports made possible the spread of the growing population into the interior.

The Iroquois Bar separating Cootes Paradise from Hamilton Harbour was a natural bridge for first road and more recently rail traffic. The Burlington Bar (Beach Strip) was also an important transportation route.

The old sand bars of Lake Iroquois and off shore aprons of sand held a plentiful water supply for the first wells and the Iroquois Gravel Ridge supplied road building material. The shale and clay inherited from Lake Iroquois have been used for brick and tile from the time of the first solid homes.

As well as providing natural resources, the shrinking Lake Iroquois and pre-glacial erosion gave the area interesting physical features which add to the beauty of the landscape. The Niagara Escarpment rises majestically 400 feet over the Iroquois Plain at Aldershot. Just northwest of Burlington the escarpment alters from its general east west direction and assumes a more north-south trend.

Most of the stream valleys in the Burlington area are deep, indicating that the process of down cutting has been going on since Lake Iroquois began to recede. There are no major streams here and the only one of any size is the Grindstone Creek which flows down the escarpment through Waterdown and the Hendrie Valley into Hamilton Harbour. The Twelve Mile Creek flows down through what was upper Nelson Township and empties into the lake at Bronte. The source of these creeks is back in the Beverly swamp.

Allen Creek flows through town and down into the lake just west of Brant Street. East of Brant and west of Torrance Avenue Rambo Creek discharges its water into the lake. Other similar-sized creeks flow down the escarpment at intervals all across town. Relatively short and water filled only for a part of the year, many of them have created ravines which provide desirable residential settings.

2

Before the White Man

A history of the people of Burlington must include the first settlers, the native Canadian Indians. They came here when the land was unspoiled and left it in the same condition.

Burlington has been called "The Garden of Canada" and other descriptive phrases alluding to its beauty, but how much lovelier it must have been when the Indians pulled salmon out of the creeks and moved quietly among the stands of oak, white pine, ash, basswood and maple which came down to the water's edge. The only sounds were wind and rain in the trees, bird and animal calls and the ever changing voice of the water.

The setting between lake and bay with the rising escarpment towards the rear made this area not only a place of beauty but, more important to the Indians, a strategic location. They camped at the beach and used trails up to their villages in the north. This was an important stopping place on the great lakes waterway, providing a sheltered harbour before entering the Niagara River, or, if going east, before pushing across Lake Ontario.

Our knowledge of the Indian has been gleaned from descriptions left by early explorers and travellers and by discoveries made by archaeologists. Unfortunately, the Indians themselves did not write history books for our use. This fact not only has left historians groping in the dark for the early story of Canada but has left the Indian the victim of misunderstandings. Indian public relations with the white man were for most part very elementary.

Early explorers in this part of Ontario found three Indian nations, the Algonquins, the Hurons, and the Iroquois.

The latter two were inclined to the cultivation of the soil and tended to remain on the same land at least until, with no crop rotation, the soil was exhausted. They shared a similar language and culture but no love for each other.

At the beginning of the 17th century the Hurons lived in a narrow stretch of land along the north shore of the St. Lawrence River as far as Quebec and an area south of Georgian Bay. To the south west were the

Petuns or Tobacco Nation, friends and relatives of the Hurons. South-east of the Petuns, west of Lake Ontario along the north-east shore of Lake Erie, the Niagara Peninsula and inland, was the Neutral Nation. This area included what is now Burlington. These Indians were on good terms with the Hurons and Iroquois who found it expedient to tolerate the Neutrals.

On the west bank of the Niagara River was the limestone quarry of the Neutrals which provided flint for arrows and spear heads used by Indians in a large part of the country. As long as flint was vital other Indian nations respected the Neutrals.

The Algonquian territory spread above Lakes Huron and Superior along the Ottawa River and across northern Quebec to Labrador. The Algonquins were numerous and their language was spoken by Indians from eastern Canada to the prairies except for a portion of eastern Ontario where Iroquois was the tongue of the Hurons, Tobacco and Neutral Indians.

Of the three Nations in eastern Canada, the Iroquois were the most fierce and probably the cleverest. Before America was discovered by the Europeans, three Iroquois tribes, the Mohawks, Senecas and the Onondagas had united, and early in the 16th century two other tribes, the Oneidas and Cayugas joined them to become the Five Nations.

The legend goes that Hiawatha was one of the instigators of this union. In 1712 the Tuscaroras came from what is now North Carolina and the Six Nations were born. The Iroquois were noted not only as warriors but for their agriculture, their laws and their oratorical ability. The United States Senate and House of Representatives resemble the Six Nations council and were supposedly patterned after it.

It was not surprising then that the Iroquois Nation, mighty in battle and with a relatively high level of development, eventually dominated the other Indian nations of this part of North America. They came to control a huge section of southern Ontario and northern United States. Once the English and Dutch provided the Indians with steel, flint was no longer indispensable and the Iroquois were free to sever friendly relations with the Neutrals and to expand their territory.

In their 1609 campaign against the Iroquois, the Algonquins and Hurons allied themselves with the French. The English took on the Iroquois as allies, an attachment which persisted throughout the American Revolution and the War of 1812.

In constant wars between 1648 and 1650 the Iroquois vanquished first the Hurons and later the Neutrals. Only a handful of Hurons escaped. The few Neutrals and Tobacco Indians who were able to flee were absorbed by other tribes. The Algonquins withdrew north west and were able to survive. The Iroquois were then free to travel unhindered from Hudson Bay to the Carolinas and controlled the routes of trade

They settled along the Mohawk Valley the Allegheny River In the rich Ohio country the Upper reaches of the St Lawrence and the eastern entrance to Lake Ontario as well as on land along the Great Lakes.

INDIAN SETTLEMENTS IN NORTH BURLINGTON

The accounts left by early French missionaries give a picture of some of the Indian settlements in Halton County Father Jerome Lalemant a Jesuit missionary wrote of a trip made by two Jesuits They arrived in November 1640 at the first village of the Neutral Nation named Kandoucho which was reportedly located on Lake Medad An old Jesuit map of this area shows an Indian village at about the site of Lake Medad. Unfortunately for the missionaries false stories had been spread as to their characters and their intentions. They found, "that terror had gone before them and caused the doors of the cabins everywhere to be closed They visited 18 villages of the Neutrals before returning to Huron country

The Jesuits perhaps prejudiced by the cool reception they received from the Indians, did not leave a favourable picture of the Neutrals in their written accounts of their adventures Another missionary however corroborated the Jesuit's impressions Father Joseph de La Roche Daillon gave an account of a journey taken in 1626 to the country of the Neutrals which he said included both sides of Lake Ontario. Their real business is hunting and war Out of that they are very lazy and you see them, like beggars in France when they have their fill, lying on their bellies in the sun

Father Lalemant comparing the Neutrals with the Hurons said "They appear taller stronger and better proportioned They cover the bare flesh with a skin like all Savages but with less modesty than the Hurons as to the breechcloth which many do not use at all Although the Neutrals did not fight the Hurons or the Iroquois while they were in a position to be neutral they did make war with a western nation according to Jesuit reports and should not be considered altogether peaceable

Many relics of the days of the Neutral Indians have been uncovered in the Lake Medad Waterdown area Flint arrowheads, stone axes stone chisels pottery wampum shell beads and stone pipes have been unearthed by the ploughs of farmers Indian bone burial grounds or ossuaries peculiar to the Neutral Indians have been uncovered in the vicinity of Lake Medad. The Neutrals revered the bones of the dead and displayed them after the flesh around them had decomposed

Lake Medad, named after farmer Medad Parsons is high on the escarpment and has to this day an air of mystery about it Although the lake is now leased by the Medad Heights Golf Course Ltd it is not about a

part of the course and the land around the lake basin is still wooded with hemlock, birch and cedar. The 40-acre lake is pure spring water to a depth of about 20 feet. Below this is a dark ooze and solid bottom is not reached for 80 feet. This gave rise to the belief that the lake was bottomless and that bodies lost to it never were given up. In recent years at least two scuba divers have gone into the lake and confirmed that the bed is in shelves and does exist at about 80 feet depth.

Another peculiarity of Lake Medad which adds to its mystery is that while known to be fed by several creeks it appears to have no outlet yet always keeps the same level. It is believed to have an underground outlet to the bay or Lake Ontario.

Before the turn of this century, water-power for Waterdown mills began to fail and a canal was dug from Lake Medad to the Grindstone Creek to augment the water supply. The water from the lake rushed into the canal but when the lake level reached the level of the bottom of the canal, the flow ceased. The small springs and creeks were enough to keep the lake full but were not sufficient to stand any large drain.

Along the eastern shore there is a rocky ledge near which the remains of an Indian village have been discovered. After the Iroquois had destroyed and scattered the Hurons they turned their attention to the Neutral Nation and this village soon disappeared. From the trees that are growing over the ash pits it has been estimated that the village met its fate nearly 300 years ago. On a gravelly slope above the camp there has been discovered a burying place, also another a few miles distant on the banks of the Twelve Mile Creek as it flows through Upper Burlington.

LEGEND OF LAKE MEDAD

Lake Medad, set in a virgin forest with its mysterious underground exit has given rise to several Indian legends. One of these goes like this. Long ago a tribe of Indians lived here and used the site of the lake as a playground. Here they held their war dances and their torture ceremonies. This country was a wonderful land of plenty and these Indians were so well fed and prosperous that they became quarrelsome and ungrateful so that the great Manitou decided to punish them for their misdeeds.

One evening the tribe was gathered together in the valley busily at work preparing to torture the old chief's son. He was quite deserving of punishment for shortly before he had killed his father. The old chief had been ill and the son had persuaded him that he had an evil spirit and that he could free him of it. The old man was to stand ten paces off from his son holding a copper kettle before him as a shield while the son, William Tell fashion, shot the evil spirit with his bow and arrow.

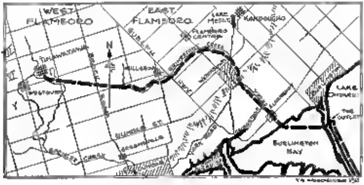
The arrow stopped in neither the kettle nor the evil spirit but buried itself in the old man's heart.

The son immediately fled but was captured and prepared for torture. It was evening; everything was ready. The prisoner was brought forth and bound to the stakes and all the tribe were assembled for the evening's entertainment. Suddenly there came a rushing sound, then another and a louder one, and at last a terrible roar. Instantly the whole glade, tribe, victim and all were swallowed up and in their place lay a peaceful smiling lake full of fish. It is said that no Indian has taken of the fish for they say that the devil was there and the fish are the souls of the departed. According to tales handed down from the earliest inhabitants, there are strange rumblings from the lake from time to time, and sometimes a booming report like a cannon.

EXPLORERS MEET

In 1669 a memorable meeting between white men occurred near Lake Medad. On September 24, Father René de Brehant de Galinee arrived at Tinawatawa, an important camp of the Neutrals northwest of Lake Medad, with a party which included Father Dollier de Casson and René Robert Cavalier, Sieur de La Salle. They found a Frenchman had arrived the preceding day, one M. Joliet who was on his way back to Quebec.

Joliet was amazed to see the Frenchmen emerge from the trail through the woods to the east. Unknown to each other these two parties had been converging on the same point. La Salle and the Sulpicians had



La Salle's route to meet Joliet at Tinawatawa

been coming up the St. Lawrence and along the shore of Lake Ontario from the east. They had landed where La Salle Park is now and had proceeded north to the Indian village located near the present village of Westover.

Joliet left after meeting La Salle but apparently La Salle's party stayed on at the village for several days since La Salle was unwell. Finally, when Fathers Dollier and Galinee indicated that in two or three days they wished to push on using Joliet's route, La Salle told them that the state of his health no longer permitted him to think of the journey he had undertaken to the west and that he intended to return to Montreal. The Sulpician missionaries left the village October 1, 1669.

Joliet and La Salle went on to make major discoveries in their further journeys. In 1673 Joliet with Father Marquette descended the Mississippi as far as the junction of the Arkansas River and saw that it fell into the Gulf of Mexico. Nine years later La Salle completed the exploration of the Mississippi and reached its mouth.

MISSISSAUGA PERIOD

By the end of the War of American Independence, when the first Loyalists began their influx into Upper Canada, the Neutral Indians were gone. The Iroquois after defeating the Hurons, Algonquins and Neutrals had turned their attention to the French and for ten years battled the fur traders and settlers. The Indians finally realized they were fighting a losing battle and after enduring a winter of starvation due to French attacks on Mohawk supplies, they gave in. Peace descended on the lower Great Lakes region and the Mississauga Indians appeared in Halton County.

The Mississauga hunting ground was the entire area between Burlington Bay and the Humber River and extended north as far as Lake Simcoe, which was known to the Indians as "Lake of the Skies." The tract comprised about 30,000 acres and included what are now the counties of Halton, Peel and part of York. The Mississaugas apparently descended from a more northerly position and are believed to be a tribe of the Algonquian Nation.

These Indians were peaceful, governed by three chiefs and Council of the Three Fires. There was a friendly relationship between the Mississaugas and the Iroquois. In 1796 the former sold to the Six Nations Grand River council a parcel of land adjacent to the Grand River reserve. Later, when the government was first negotiating with the Mississaugas for the purchase of land along Lake Ontario from Burlington Bay eastwards, the Mississaugas adopted Joseph Brant, leader of the Six Nations, as their chief. The government, worried that Brant might become too powerful, set aside plans for the purchase at this time.

Brant's Indians were allowed to occupy land at Burlington Beach under an agreement that they do no hunting or fishing on Mississanga lands. John Graves Simcoe, the first Governor of Upper Canada also honored the Mississanga land rights. Settlers were having to cross Indian territory more and more frequently on the journey from Newark, the old capital of Upper Canada, to York the new seat of government. Simcoe refused to force the Mississangas to give up their land. The scattered houses erected in this territory were built with the sanction of the Indians. No roads were built but the Indians' trails used instead.

The long term result of this wise policy was that when trouble brewed along the frontier with the Americans, the Mississangas remained loyal to the British although the sympathies of their nation in the earlier part of the 18th century were not in this direction. The outcome of the War of 1812 might have been quite different had Simcoe and Brant alienated the Mississaugas.

Finally in 1806 agreement was reached and the land of the Mississaugas between the Humber and Burlington Bay was purchased by the colonial government. The Indians gradually dispersed, some going with the Six Nations to their Grand River settlement and the majority joining the rest of the Algonquins to the east near Montreal.

Probably the most interesting evidence of Indian life in this area was unearthed by Samuel Thomas Jr. in 1892 on the old townsite of Wellington Square. Along with a medal weighing about two ounces, there was excavated a large skeleton presumably that of an Indian chief. It had two ivory rings through its nose and lay with a scalping knife, a tomahawk, pipe and hunting knife. The medal was presumed to be one bestowed at an important Indian council held at the mouth of the Niagara River in 1764, presented by Sir William Johnson to representative chiefs of Six Nations Tribes for bravery and loyalty to Britain during the Pontiac War. The medal bears the date 1764, a relief of King George III and the words "Happy While United."

3

Joseph Brant: The Greatest Freeholder

The district's most illustrious settler was a Mohawk warrior, Joseph Brant, Thayendanegea, Chief of the Six Nations Indians during a most notable period in history. He earned a place in Canadian annals for his political and military astuteness.

His story is a thrilling one. Born in what is now the United States, he was one of the first United Empire Loyalists in the true sense of the word, one who preferred to remain loyal to the British crown and settle in Canada. Leading his people to the lush Grand River valley, he chose for his last home a splendid setting at the north end of Burlington beach, a short distance from what was to become the townsite of Wellington Square.

Joseph Brant was born on the banks of the Ohio River in 1742. His father was a full blooded Mohawk of the Wolf tribe. His grandfather was one of the five Sachems who visited England in 1710 during the reign of Queen Anne, with Col. Peter Schuyler from the American colonies. When his father died Brant's mother married for a second time.

The Brants, events showed, had a partiality toward the white man. In 1749, Joseph's older sister, Mary or Molly, became at the age of 16 the morganatic wife of Sir William Johnson, General Superintendent of the Indian Department for the Crown. She remained as a devoted wife and chatelaine of Johnson Hall until the time of the revolt of the colonies when she fled to Canada and eventually settled her family at Kingston.

Joseph became a protégé of Sir William who watched over his military and academic training. At the age of 13, in 1755, Joseph was present with Sir William at the battle of Lake George. This was at the time of the Seven Years' War when Britain was seeking to break the chain of French forts stretching from the St. Lawrence to Louisiana. Four years later Brant accompanied Sir William during the Niagara campaign and acquitted himself with bravery against the Iroquois' traditional enemies, the French.

Through the sponsorship of Sir William, Brant attended *Moor* Charity School for Indians at Lebanon, Connecticut, founded by Eleazer

Wheelock. This later became Dartmouth College. Brant studied there for a few years before leaving to fight in the Pontiac Wars.

In 1765 Brant was again in the Mohawk Valley and in 1771 he translated the Gospel of St. Mark into Mohawk. A copy of this edition is in the Joseph Brant Museum in Burlington. About this time he married Christine, daughter of an Oneida chief. Leading a peaceful life, Brant acquired land, cattle, a share in a grist mill and generally enjoyed a comfortable existence.

Christine bore Joseph a son, Isaac, and a daughter, Christiana, before she died of tuberculosis. Christine's half-sister became his second wife but she, too, died of tuberculosis within a year of the marriage leaving no issue. Brant remained single for some time but toward the close of the American Revolution he married Catharine, eldest daughter of the head chief of the Turtle tribe — first in rank of the Mohawk nation. In her own right, she stood at the head of the Iroquois confederacy, clothed with the power to designate a successor to the chieftaincy.

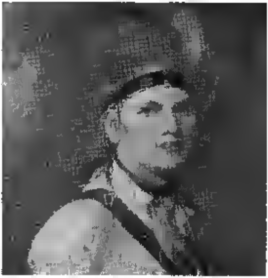
Catharine Brant was of considerable beauty if descriptions of her are accurate. She was tall and graceful, possessing a proud manner and a sparkling personality, with which went a quick temper. She bore Brant seven children, Joseph, Jacob, John, Margaret, Catharine, Mary and Elizabeth.

In 1774, with revolt of the colonies imminent, the Six Nations Indians at a council at Johnson Hall plied Sir William Johnson with questions, attempting to clarify their position. A few hours after this conference, the exhausted Sir William died.

In the fall of 1775, in an attempt to learn the true political situation between the British, the American colonies and the Indians, Joseph Brant made his first visit to London, England. He was lionized, appeared at court and had his portrait commissioned by the Earl of Warwick, painted by George Romney. This picture shows Brant not as typically Indian in appearance. His nose was small and his skin was not as copper-coloured as others of his race. Indeed, this dignified, intelligent man was far from the Londoner's expectations of a savage redskin.

In 1775, the American colonies revolted against the motherland and the Mohawks at Canajoharie migrated with Col. Guy Johnson, Sir William Johnson's son-in-law, and the new Indian Superintendent, to Montreal. Joseph Brant, returning home from England in 1776, allied himself with Britain and thereafter took an active part in the war. His rank of Captain was the highest an Indian could attain.

Brant was a brilliant leader of his Indian warriors. With Fort Niagara, where they had relocated from Montreal, as their base, the Indians made commando-like raids into the Mohawk and Ohio valleys. The War of American Independence ended in 1783, but the issue was



CHIEF JOSEPH BRANT (ROMNEY 1775)

not ended for the Iroquois who had lost their ancestral lands. They felt the British had no right to cede the Mohawk Valley to the Americans in the peace treaty and wanted the border placed south and east of the Ohio River instead of the dividing line through the Great Lakes. Added to this grievance, the Indians who stayed in the United States were faced with the encroachment on their lands of more and more settlers. This period of unrest below the American border was to result in spasmodic battles being fought for several years. Brant acted as peacemaker and is credited with preventing a general Indian uprising.

Throughout the American Revolution and the intermittent Indian fighting which followed, Brant, although fierce in battle, was never cruel or sadistic. He endeavoured to keep his warriors from committing excesses and stories written by his detractors alluding to his atrocities were proved lies. In 1821 his son, John, provided evidence to try to right the wrong done his father's name by people such as the poet Thomas Campbell in his "Gertrude of Wyoming".

It is little wonder that Brant and his warriors expected and deserved the same compensation as the white Loyalists. They had lost as much

during the war and had fought with as great effectiveness for the British cause. The Treaty of Paris restoring peace between Great Britain and the United States in 1783 made no provision for the loyal Indians. Mother England had had a lapse of memory, but Joseph Brant reminded her of promises made.

Governor Sir Frederick Haldimand in 1784 granted the Six Nations Indians a large piece of land stretching six miles on either side of the Grand River from its source to its mouth in Lake Erie and another tract at the Bay of Quinte, where a group of Iroquois settled under John Deseronto.

Joseph Brant received for himself a large sum of money as indemnity for the loss of his property. This he used to help his people start life on the Grand River. He bought nails, farm implements and stock and built a sawmill. The Indians were given supplies and provisions as were the other Loyalists and it was not long before they were well settled in their new home.

There was a difference, however, in the British treatment of the Indian Loyalists and the white Loyalists. The latter were given outright grants of land as well as monetary compensation and their children, when of age, were eligible for a further land grant. The Indian lands were so entailed that they could not be sold or leased without Crown consent. Governor Simcoe gave as his excuse for this differentiation, the fear that the Indians would be cheated by "land jobbers". Eventually their affairs became so legally entangled that the true value of their property was never realized. It cannot be said that the treatment given such loyal allies was other than shabby.

In 1785 Brant went to London again, this time to try to secure the deed to the Grand River land, promised by Sir Frederick Haldimand. Although in this effort he was unsuccessful, the visit was a personal social triumph for Brant. He visited the homes of the aristocracy, became a friend of the Duke of Northumberland, and went on several outings with the Prince of Wales. The Baroness Riedesel found Brant's manners "polished, and he expresses himself with great fluency." Brant was presented to King George III and Queen Charlotte and when the king offered the royal hand to be kissed, as was the custom, Brant is said to have refused it. He was, he said, a king among his own people; it was beneath his dignity to bow to anyone. He would, however, be pleased to kiss the hand of the Queen.

Brant returned to Upper Canada disappointed with the outcome of his mission, but continued to act as liaison between the Indians and the Government. He was appointed by the Indian Council as agent for the Six Nations in negotiations, and in 1796 was given a formal power of attorney to handle land sales with the Crown. Before this when the Indians first received their lands, they encouraged white settlers to become established on them and gave them unofficial land titles. There were only 2,000 Indians on the huge Grand River tract, which was more than large enough for their needs. Brant felt white settlers would provide an example to the Indians as to how to become good farmers and merchants. The proceeds of the land sales were to be used for the purchase of farm stock and implements, with the remainder put into a trust fund to support the Indians while they were adapting to a new way of life.

The Government tried to discourage these settlers and to not honour the land titles but many of them had been allies of the Iroquois during the American Revolution and were people of integrity. Finally, in 1798, the government agreed to ratify the arrangements made with the Indians. Individual Indians, however, continued to sell parcels of land and many squatters entered the tract. Brant's services as a land agent continued to be sought and he never gave up trying to secure an unconditional deed to the Grand River property.

Brant's willingness and ability to accept the white man's way of life was most remarkable for his race and for his time. He used to the utmost advantage the opportunities he was given in his association as a youth with Sir William Johnson.

Yet, for all his adoption of white ways, he was an Indian in much of his thinking. In a letter written after one of his visits to England he commented, "You ask me then, whether civilization is favourable to human happiness. ... There are degrees of civilization from cannibals to the most polite of European nations. ... I was born of Indian parents and lived among those whom you are pleased to call savages. I was once sent to live among the white people. ... After all this experience I am obliged to give my opinion in favour of mine own people. ... Among us we have no prisons; we have no pompous parade of courts; we have no written laws, and yet judges are as highly revered amongst us as they are with you and their decisions are as much regarded.

"Daring wickedness is here never suffered to triumph over helpless innocence. The estates of widows and orphans are never devoured by enterprising sharpers."

One of the shadows in Brant's life was the death of his oldest son Isaac, a wild young man who was jealous of his father and of his step-sisters and brothers. He was of violent disposition and had killed an American deserter. At Burlington Heights in 1795 Isaac drew a knife and attacked his father. Brant, in defending himself, wounded his son on the head. Later Isaac tore off the bandage and, developing blood poisoning, died. Brant insisted he be placed on trial and was acquitted by both the white man's court and the Six Nations Council. Governor Simcoe said of the affair: "I consider it as a fortunate circumstance that in attempting to assassinate his own father this dangerous young man fell the victim of his own atrocity."

Brant, although generally honoured and respected by white men, never forsook his own people. With his own holdings in the Grand River tract, with compensation from the Crown and his pension as a Captain in the army, Brant, after the War of American Independence, could have settled quietly and pursued the life of a country gentleman at Burlington Beach. He chose, instead, to act as intermediary between the Indians and the American and British governments. Those in authority listened to him and showed him the respect they were unwilling to give the average red man.

Due to his moderating influence, differences were often reconciled. He was firm in his dealings with the white man and would never back down when he felt Indian rights were being ignored.

Whatever Brant's motivations, and there were some who implied they were selfish—the Indians in Upper Canada had a devoted father in their Chief who on his deathbed whispered, "Have pity on the poor Indians . . . If you can get any influence with the great, endeavour to do them all the good you can."

BRANT AT BURLINGTON

The deed to Brant's property on Burlington Bay was registered in 1798 which, perhaps significantly, was the year that the white settlers at the Grand River had their deeds formally recognized. The description of the property stated that it "contains by admeasurement 3,450 acres . . . being composed a certain tract situate at the head of Lake Ontario . . . in the Home district of our province . . . together with the woods and water thereon lying . . . in the limit of the land heretofore purchased from the Mississanga."

It is almost certain that Brant owned the land before 1798 and it is possible he was unofficially given it shortly after the Grand River property was bestowed in 1784. The Indians historically had had an encampment at the Beach and Kayser and Wade, travelling through the district in 1769 on a mission for Sir William Johnson, mentioned "a great number of huts" at about this spot. Brant certainly would have been familiar with the area and after the capital of Upper Canada was transferred to York from Newark would have passed this way on his journeys from the Grand River to York.

In a letter written in June, 1797, it was mentioned that at Brant's House at "The Beach" on the shore of Lake Ontario 160 Indians were successfully inoculated for smallpox. Two years earlier Mrs. John Graves Simcoe sailed to the north shore of Burlington Bay where she and her party camped. "Captain Brant called on horseback," she wrote in her diary, "on his way to Niagara but left his sons and attendants here till the wind proves fair for them to proceed." It was necessary for the Brant boys to share the Simcoe accommodation, which was a tent. The attendants found shelter under some boards Surely if Brant had had any kind of home of his own at the beach he would have left his party there

A drawing of Brant's home which was included in the John Ross Robertson edition of Mrs Simcoe's diary was not painted by Mrs. Simcoe as many of the illustrations were It was a painting by M Fisher and mistakenly attributed to Mrs. Simcoe It cannot thus be used as proof the house was finished before the Simcoes left Canada in 1796

Certainly the Brants were still well-established at the Grand River as late as 1792 when Patrick Campbell described the household there "Tea was on the table when we came in, served up in the handsomest China plate and every other furniture in proportion. After tea was over we were entertained with the music of an elegant hand organ Next day dinner was just going on the table in the same elegant style as the preceeding night, when I returned to Captain Brant's house the servants dressed in their best apparel Two slaves attended the table, the one in scarlet the other in coloured clothes with silver buckles in their shoes and ruffles and every other part of their apparel in proportion

When Brant built his house at Burlington Beach he used logs from the Thousand Islands in the St Lawrence, since the type of red cedar he wanted did not grow here It was designed after the home of Sir William Johnson and a description of the house was set down by James Buchanan British Consul at New York in the summer of 1819 From the shores of Lake Ontario five miles away he saw the Brant House "which had a very noble and commanding aspect Driving up to the door we alighted The outer door leading into the spacious hall was open we entered and seeing no person about proceeded into the parlour

It was a room well furnished, with a carpet and pier and chimney glasses--mahogany tables fashionable chairs a guitar and a neat hanging book-case in which among other volumes were perceived a Church of England Prayer Book translated into the Mohawk tongue

After Joseph Brant's death on November 24 1807 his widow and children returned to the Grand River John and his sister Elizabeth by 1819 were living again in Burlington In that year Elizabeth was described by a visitor to the Brant home as a charming noble-looking Indian girl dressed partly in native and partly in English costume. Another visitor said "She would not disgrace the circles of European fashion her face and person are fine and graceful she speaks English correctly and with eloquence she retains so much of her dress as to identify her with her people over whom she affects no superiority but seems pleased to preserve all the ties and duties of relationship

John Brant was also well known to the early settlers at Wellington Square When the war of 1812 broke out Captain John Brant, as Chief

of the Six Nations after his father's death took the field with his warriors. He fought with distinction at Queenston, Beaver Dams, Chippewa, Lundy's Lane and Fort Erie. In 1832 he was returned a member of the Provincial Parliament for the County of Haldimand. Many of his voters did not have a freehold qualification for county elections and his election was set aside when his opponent contested the result. This occurred just before an outbreak of cholera spread through the country. John, at that time only 38, fell a victim and died. Ironically, the fate of his opponent was the same.

Elizabeth Brant married William Johnson Kerr, her second cousin, who was the grandson of Molly Brant, Joseph's sister. Anna Jameson, describing men alighting from a coach in Oakville in 1837, said: "One was introduced to me as Mr. Kerr, the possessor of large estates in the neighbourhood, partly acquired and partly inherited from his father-in-law Brant, the famous chief of the Six Nations. Kerr himself has Indian blood in his veins. His son, a fine boy, is the present acknowledged chief of the Six Nations, in his mother's right, the hereditary chieftainship being transmitted through the female though passing over her".

William Johnson Kerr took an active part in the life of the community. In the war of 1812, he was a commander at Queenston and Beaver Dams and rose to the rank of Lieut-Colonel. In July 1818, he was at York, a member of the executive committee of the convention called to effect land reforms. About 1819 he was elected a member of the Assembly for Lincoln, representing the settlers whose lot he was trying to improve. In the fall of 1828 he was found in charge of dredging operations for the Burlington Canal across the beach strip.

Kerr was described as a Wellington Square lawyer. He was interested in politics and his political leanings, while somewhat left of centre, were not so extreme as those of William Lyon Mackenzie. A story is told of an attack Mr. Kerr made on Mr. Mackenzie in Hamilton. After a tempestuous political meeting in March, 1832, Mackenzie set up a table outside the Court House and took signatures to a petition. He later retired for the night in a nearby hotel only to be awakened by Mr. Kerr who enticed him outside where he was beaten up by ruffians. Kerr later paid a fine for his adventure.

Elizabeth Brant Kerr and William Johnson Kerr are both buried in St. Luke's churchyard. They died the same day in 1845 in a boating accident. Nearby lies W. J. Simcoe Kerr, their son. John Brant was buried at what is now Brantford.

The burial of Joseph Brant took place at the Six Nations reserve on the Grand River and not in St. Luke's churchyard as traditionally told. At the time of the chief's death, St. Luke's was not in existence and its site was a part of the forest, a good distance from the Brant house. The story of Brant being carried by relays of Indians to the Grand River in 1850 likely originated at the time of his death when his wife and devoted followers wanted his grave to be where they were living Mrs Brant returned to the Grand River after her husband's passing and remained there until her death thirty years later It is inconceivable that a chief of Brant's stature would have been interred in a lonely place in the bush, and not in an honoured grave close by his own people

In volume II page 548 of Stone's *Life of Joseph Brant* there is reference that in 1816 Lieut. Francis Hall of the British Service who travelled in the United States and Canada that year visited the Mohawk village on the Grand River Writing of Brant, Hall is quoted at the time as saying, "His grave is to be seen under the walls of the Church"

In November 1850 the editor and publisher of the Hamilton *Spectator* Robert Smiley was in Brantford to witness with a distinguished gathering the placing of the remains of Joseph and John Brant in the vault in which they lie today by the side of His Majesty's Chapel of the Mohawks. Smiley wrote a story of the occasion and in the lead he states "The removal of the remains of the distinguished chief, Thayendanegea, and of his scarcely less illustrious son, from the frail and dilapidated graves which they had inhabited to a substantial and capacious stone vault in the churchyard of the Mohawk was indeed a ceremony deserving the attention of the hundreds and thousands who took part in it" No mention at all of any trek from Burlington! This puts to rest the romanticism about Brant's body lying at Wellington Square from 1807 to 1850

This, then was the saga of Joseph Brant and his distinguished son and daughter Today Burlington is left with only a replica of his home the graves of some of Brant's loved ones and a few street names, "Brant" "John" and "Elizabeth" in memory of them

Even the contours of his beloved beach have been changed with time and Brant's Pond on which his house fronted was reclaimed years ago Yet gracing the property is a modern and growing hospital which bears the name of Joseph Brant fitting tribute by the modern age to Burlington's greatest freeholder

4

Brant Park

Not too much is known about the Brant home in the years immediately following the chief's death in 1807. John Brant was only 13 when his father died and his sister Elizabeth younger still. By 1819 John and Elizabeth were living at the head of the lake when James Buchanan visited them and recounted this conversation: "Having enquired of the Princess (Elizabeth) about her mother she told us she generally remained with her other sons and daughters who were living on the Grand River". John's contested election to the Assembly in 1832 was as a representative for Haldimand county which suggests that by then he, too, was at the Grand River. By this time his sister had married and was possibly using the homestead.

Certainly there is proof that in 1837 Elizabeth, her husband William Johnson Kerr and their children were living in the old mansion of her father. W. L. Stone, biographer of Joseph Brant, is the authority for such a statement, which discounts the possibility the family was living at Port Nelson as another writer indicated.

Elizabeth inherited land in 1832 from her brother John who left her in his will "all my land situate in Wellington Square, at the head of Lake Ontario, adjoining Flamborough East and other lands". When her mother died in 1837 Elizabeth fell heir to 700 more acres of land.

The Kerrs died in 1845 leaving four children, Walter, Joseph B., W. J. Simcoe and Catharine or Kate, all of whom shared equally in their parents' estate. Simcoe, born in 1837, became a Wellington Square lawyer like his father and shared his interest in politics. He was graduated from Osgoode Hall in 1862 and in 1867 was defeated in his bid for a Conservative seat in the Ontario legislature. He was the Master of Burlington Lodge A.F.&A.M. No. 165 in 1869 and again in 1871.

For some years it would seem that Kerrs were not living in the old house at the Beach although it was still in possession of the family. George Thomson, light-house keeper at the canal, mentions "the bank (of the lake) on Mr. Kerr's property" and relates that he walked from the canal as far as "Brant's farm yard". Another time he speaks of a "walk through Kerr's woods round by the stone road and down by the Square." He also mentions walking back home on another occasion "by Kerr's lane." He notes on October 2, 1860 that "Mr Henry the new tenant on Kerr's farm, commenced plowing with three new plows on the forenoon of the 19th October." It is thus quite possible that the Brant house and farm were rented for a period around this time.

Mr. Thomson mentions many of his neighbours but not Simcoe Kerr until January 19, 1869 when he wrote in his diary "Mr Simcoe Kerr commenced to sell off his household furniture." Then on December 17, 1869 Mr Thomson wrote of "Mr Simcoe Kerr moving into his old homestead." From this date until July 1873 when the two men had a civil growl, Mr Thomson saw Mr Kerr at least monthly, and sometimes more often, lending him books, calling at his home, meeting his friends and generally knowing him well. This suggests that the "old homestead" unquestionably was the historic Brant home. Simcoe Kerr married in 1870 indicating he was setting up housekeeping in the family home just prior to his marriage. His wife was Kate Hunter, daughter of Dr. John W. Hunter of Hamilton. The couple had no children.

Simcoe Kerr died February 18, 1875. A year later his sister Kate who married John Osbourne of this area, died. A newspaper headline read, "The Last Line" and went on to state that Kate was the "last connecting link between our times and the days of Brant."

The Brant home somewhere about this time was incorporated into the Brant House, a summer resort. Twenty acres of pleasure gardens, croquet lawns, a bowling green, bathing "machines", ice cream parlours and a dancing hall were some of its attractions. In the 1877 Halton Atlas a large page is devoted to a detailed sketch of this building. The proprietor was J. Morris, "late steward of the Hamilton Club."

This structure was probably built after Simcoe Kerr's death since diarist Thomson who walked through this section several times a week, did not ever mention it up to that time. A drawing of the "Brant House" was given to the town of Burlington by the town of Oakville and hangs in the lobby of the Public Administration Building.

From the late 1870's this area became a fashionable resort and it was during this period that places like the Ocean House at the beach were built. The three-story Brant House with its verandah along two sides, its many gables and its interior which was a series of individual motel-like apartments, became a popular spot for vacationers.

Benjamin Eager, the lumber king, had bought a large tract of forest along what is now Maple Avenue. After removing the timber he tried in 1874 to sell off "villa lots" north of the old outlet. He eventually acquired the Brant property and later it was sold to a contractor, A. B. Coleman. In the winter of 1899 Mr Coleman commenced to promote the Hotel Brant, a commodious structure to be built adjacent to the Brant House

BRANT HOTEL

Mr. Coleman's son is certain that the last load of bricks came across the ice of the bay by team from the brick yards at Kenilworth Avenue in Hamilton in April 1902. The hotel opened on July 2nd.

The Hotel Brant would rival in comfort any resort of today. For its time it was very modern with such improvements as elevators, electric light, sanitary plumbing and heating by hot water and hot air. The dining room was one of the finest in Canada, covering an area of nearly 8,000 square feet and opening upon spacious verandahs. There was music during meals and for dancing. Rates were $2.50 per day and upwards.

At one time the maître d', a native of Jamaica, with his coloured waiters, worked in Kingston, Jamaica, in the winter and Hotel Brant in the summer.

The old hotel registers contained names of notables who visited the hotel, such as William Jennings Bryan. The registers were lost in a fire at Indian Point.

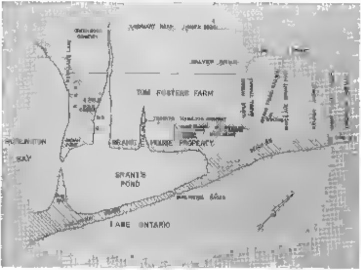
There is some confusion in the names of the Brant House and Brant Hotel. Burlingtonians began to call the hotel the Brant House and this name became quite widely used. The older building, a series of attached apartments, was then known as the Annex.

Several cottages were erected to the south of the Annex and these were rented to summer visitors. Later they were winterized and rented all year long.

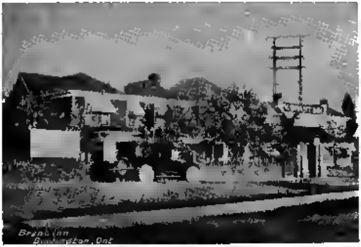
A. B. Coleman was a self-educated Englishman who, as a boy, worked for 50¢ a day. He taught himself to make and read blueprints, to prepare estimates and understand the building business. He built a number of houses in Burlington, some of which still remain. At the age of 21 he owned a planing mill on Ontario Street, and later built a larger one which burned down in 1898.

After Mr. Coleman built the Brant Hotel he moved his family to Toronto where he engaged in construction work. He maintained an office in Toronto until his death and commuted three days a week. A. B. Coleman built Shea's Hippodrome, University of Toronto's Convocation Hall, three of the Toronto Exhibition buildings, Fort Erie Race Track, Brampton Home for the Aged and Westminster Hospital, London.

The Coleman family returned to Burlington June 4, 1909, just in time for a son, Brant, to be born in the old Brant House. By this time A. B. Coleman was developing Indian Point on land he had purchased from the Johnstons. He had built a walk along the Foster fence line over to the point, crossing the Big Gut inlet with a foot bridge. Then he built a road along the edge of Brant's Pond, with a small vehicle bridge. This was the first convenient access to Indian Point since previously



BRANT PARK (ABOUT 1915) AS RECALLED BY BRANT COLEMAN



THE ORIGINAL BRANT INN—DESTROYED BY FIRE, 1925

vehicles had to go via Maple Avenue, Sand Road and down McMillan's Lane. The contours of the whole area are different today with the filling in of Brant's Pond.

With a road to the point ready, Mr. Coleman built five very large cottages, four of them still standing. These he rented for the summer season at "pretty fancy prices" to people like the Melons and DuPonts.

In August 1917 the Brant Hotel buildings and land were purchased by the Federal government and the hotel remodelled for use as a soldiers' hospital. The verandahs facing the lake were enclosed for wards. A residence for the nurses and a canteen for the men were built. A long ward was constructed to the south, connected to the main building by a corridor. The old Brant House Annex and "cottages" were occupied by hospital staff. In the 1930's the remaining veterans were transferred to Toronto and the Brant buildings demolished.

The Brant Hotel did not serve hard liquor and to satisfy his thirsty patrons Mr. Coleman bought a piece of land across the way and opened a Country Club, a male haunt, which after 1917 was closed and remodelled to become known as the Brant Inn, a quaint building with shingled outside walls, very warm and inviting. It was operated as a dance spot with rooms and dining facilities until 1925 when it was destroyed by fire.

Mr. Coleman reconstructed the Inn, first the annex to the east, then the main brick building which opened in 1927. Trestrail Bros., a Toronto music distributing company, were lessees until 1928 when the Brant Inn Ltd. of Hamilton purchased the property. When this company ran into difficulties Mr. Coleman found himself once more the owner.

John Murray Anderson, Clifford Kendall and Cec Roberts of Roberts Restaurant, Hamilton, began renting the Inn in September 1934. By January, 1937, Messrs. Anderson and Kendall became sole tenants and at the time of A. B. Coleman's death bought the Brant Inn. They remodelled the premises and added the Lido Deck for dancing. In April 1954 John Murray Anderson became the sole owner and remained so until his retirement in December 1964.

Over the years the biggest stars in "show biz" were featured at the Brant Inn. Sophie Tucker, Ella Fitzgerald, Liberace, Lena Horne, Mart Kenny, Eddie Duchin, Ben Bernie, Benny Goodman and Ted Lewis were some of the luminaries who played there.

It seemed the end of an era when John Murray Anderson in 1964 bowed from the scene he had graced so well. New owners are carrying on however, adapting the facilities to please a new generation of diners and dancers.

While the original Brant Annex was standing, a small boy and his mother were guests at the hotel. So impressed was the lad with the history of the area that in later years he decided a replica of Joseph Brant's home should be erected. By then he was Hon. T. B. McQuesten, Minister of Highways of Ontario. A horticulturist and student of history, Mr. McQuesten insisted the Brant Park area should be preserved.

The erection of this building was not without problems. It was in the depression years when historian Ronald Way and architect W. A. Somerville began work. The building was partially completed and remained empty until several Burlington residents including William J. McCulloch and Mrs. W. A. Weaver, Regent of Thayendanegea chapter IODE, prevailed upon the Hon. T. B. McQuesten during World War II to have the home finished.

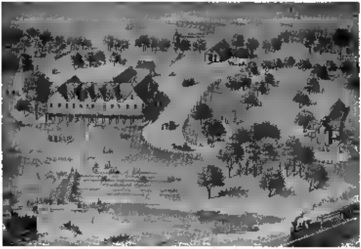
A heating plant was installed and the plank floors which had buckled because of dampness, were replaced. In the downstairs rooms, a few mementos of the Brant period were installed. Upstairs, rooms were assigned as living quarters for the curator, the late James Walmsley and his family.

On a rainy May 28, 1942, the Joseph Brant Museum was officially opened by Mr. McQuesten. In May, 1945 T. A. Blakelock, M.P. for Halton presented a flag on behalf of the Ontario government to the Thayendanegea chapter IODE which held its meetings in the building.

In 1965 an arrangement was concluded whereby the Town of Burlington leased the building from Joseph Brant Memorial Hospital for

an indefinite period. This was the spark needed to revitalize the museum. Town council voted a working budget and Earl Hartley, formerly chairman of the museum board, appointed curator and a program of special displays was initiated.

With the erection to the south of the Ontario Provincial Police building, and the Ontario Highways Department offices and with the eventual completion of the enlarged hospital, the former Brant lands will be in full use. The structures, one housing relics of the past, and the others providing services to meet today's demands, symbolize the emerging new Burlington.



THE BRANT HOUSE—1877

5

The Beach

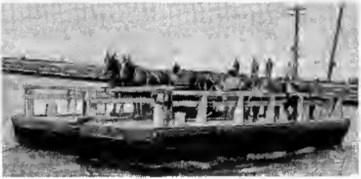
The beach strip named Long Beach by surveyor Augustus Jones in 1791 was described by Anna Jameson in 1837 as that very remarkable tongue or slip of land which divides Burlington Bay from Lake Ontario The sandstrip was formed many centuries ago by the action of the winds and the waves. Marsh plants and bulrushes grew up on the bay margin and eventually trees flourished At first an Indian trail crossed the strip but as the white man settled Upper Canada orchards and gardens were planted and a dirt track was built

At the southern end of the beach Governor Simcoe built in 1794 the King's Head Inn a large two-story frame house with two wings. It stood on the lake shore near Windermere cut-off War between Great Britain and America was thought inevitable and King's Head Inn essentially was a "depot for stores and provisions, as well as a rendezvous for the militia and such other troops as it might have been found expedient to have stationed on the line of communication between York and Detroit and Niagara" Innkeeper Bates paid rent of $1 per annum Lady Simcoe stayed at the Inn in 1795 and described the beach as a park covered with large spreading oaks

An old map indicated that by 1798 several families were established at the north end of the strip and by 1813 settlement was progressing with the construction of homes and storehouses A shallow passage connected lake and bay near what is now Station 28 but this outlet became filled with silt and was good only for use by boats at times of high water

In 1817 residents of Barton township complained of the "want of a cut through the beach to Lake Ontario. This concerns the district and the upper part of the province materially in as much as a safe and commodious harbour would then be found in the heart of the country of much importance to the government in time of war"

Residents of Saltfleet in a similar report pointed out that a "canal might easily be cut through the long beach which separates Burlington Bay from Lake Ontario—the present outlet only admitting small boats and sometimes a canoe can scarcely pass. This inconvenience was borne



THE SCOW FERRY CROSSING THE CHANNEL BEFORE THE CANAL BRIDGE

out by a loyalist, Thomas Horner, who in detailing his route from Albany to Oxford county in 1796 said they had to "draw their boats through a small outlet to the bay". The channel may have helped save British warships in 1813 but was of no advantage in the later development of the country.

In 1826 William Johnson Kerr, Joseph Brant's son-in-law, was in charge of dredging operations for a canal finally being cut through the beach, a canal which was completed in 1832. The location of this cut was south of the old channel and at the site of the present modern entrance to Hamilton Harbour.

The canal took many years to reach its present state. In 1826 the cut was much narrower and a small swinging bridge was erected by Nathan Goodall. The structure, light and strong, could be swung by one man and remained until the canal was enlarged and completed in 1832 and scows were used to ferry traffic across.

In 1838, according to the Department of Transport's List of Lights, a lighthouse was built at the south bank of the canal and a lighthouse keeper was hired. The light was kept burning during the navigation season for the guidance of the sailing vessels. This first lighthouse was made of the frame, unwisely as it turned out.

With the advent of the steam boats the lighthouse keeper was hard put to keep sparks from ships' stacks from igniting the building. Finally, on July 18, 1856, the winds showered sparks from the steamer Ranger onto the pier, setting fire to the lighthouse, the ferry house and the lightkeeper's two buildings, burning them to the ground.

A pier-end light had been installed by September, 1856 but it was not until June, 1858 that the first foundation stone was laid for the

new stone lighthouse which still may be seen today, although no longer in use, near the railway and traffic lift bridge. The Commissioner of Public Works reported in March 1859: "A permanent lighthouse of stone laid in hydraulic cement has been erected and completed in a creditable manner. In fitting up the lighting apparatus it was adapted to the consumption of coal oil in order to test its merits for lighthouse purposes; so far it is found satisfactory. It gives a brilliant and steady light."

At first there was no bridge over the canal. Scows were used to transport vehicles, animals and people from one side to the other. Later scows had wheels around which ropes wound and unwound to pull them back and forth across the canal. There were wooden "fences" at the sides. The tale is told of a small girl who fell over and was pulled to safety by a gentleman who reached out his umbrella. In the rescue the man lost the umbrella. When the ferry docked at the north side of the canal he marched the dripping child home and requested reimbursement for his lost property. Children were not the only passengers to get a wetting. Accounts tell of horses jumping overboard, their masters having a serious job in saving them.

Bad storms would ground the scow and in early spring and late fall chunks of piled-up ice would make the crossing impossible. On December 31, 1863 a Mrs. Green and her family were turned back from crossing the canal. They tried every day until January 3 when the water froze solid enough for them to cross on foot. Once it took three-quarters of an hour for a team to get across the gap. Often teams would line up at Bawldry's tavern on the south side waiting their turn to cross.

During the winter the bay froze solid, as much as 22 inches thick, and the shorter trip across the ice to Hamilton was made from early January to mid-March. Markers were sunk in the ice to mark the route around the mouth of the canal which did not stay frozen for long, probably due to the current. When it did freeze a "man-rope" would be streached across by the lighthouse keeper to guide pedestrians. Paths across the bay to Hamilton were marked off by pine brush, the one from Brown's wharf at Aldershot being a well-travelled route. The winter season was much colder then, and on April 1, 1856, a horse and buggy crossed to the city. It wasn't until April 26 that year that the bay was clear of ice.

Accounts of loads ferried across in the scows (a large one and a small one at one period) record the rustic nature of the countryside in the mid-1800's. On April 15, 1862, 40 head of cattle were taken across and in June, 1874, when the district was more populous, 59 teams were ferried over in three hours.

In 1876 a large black iron bridge was swung over the canal to accommodate the Hamilton and Northwestern Railway, whose line crossed the beach. This railway put Hamilton in direct communication with

PICNICKERS AT THE BEACH

Collingwood and Barrie. Previous to this, beach residents wishing to take "the cars" into Hamilton had to go to the Great Western, later the Grand Trunk, station at Burlington.

In 1897 the building of a radial electric railway line from Hamilton to Burlington was completed and a second bridge was built at the canal. It had wooden side walks and scant space beside the tracks for vehicles. In 1922 a bascule bridge fabricated and erected by the Hamilton Bridge Works for the Department of Public Works of Canada, replaced the earlier structure.

The last scow used for ferrying people and vehicles had a useful existence after being discharged from active duty at the canal. Thomas Irwin whose summer home was at Station 26 bought it and had it towed to his property on the bayside where it made a fine wharf.

In early days the beach was a naturalist's delight. The silence was broken by the calls of loons, crows, night hawks and canaries. Gannets, eagles and plovers rested there and in March, [illegible], a large flock of swans, 122 white ones and 12 black, was sighted. The beach waters abounded with fish and game birds. Hauls of a thousand or more herrings were common in the spring, selling at five shillings a hundred in 1854. Whitefish, bass and pike were plentiful, besides ducks and game birds. Early in the season, before the summer residents of the beach arrived, men from Wellington Square would come out to the beach to fish and shoot.

The beach pastoral era ended with the coming of the railway in 1876. Crowds from Hamilton and Dundas were visitors on languid summer days, especially week-ends and holidays. Wells' Tavern, the Sportsman's Arms, the Corey House, Dynes Hotel, Ferry's Hotel,

Martin's Pleasure Gardens and the Baldry Hotel were some of the oases for the visitors and summer residents. With the beginning of steamer service it was pleasant to sail to the beach and escape the city's heat. Special excursions and moonlight cruises began in the 1870's.

Before the Muskoka and Haliburton districts became popular the beach attracted not only local people as summer residents but visitors from the United States. By the turn of the century it had become the fashionable resort for well-to-do Hamiltonians. Senator W. E. Sanford's wife built "Elsinore," a rest home for young mothers. The Royal Hamilton Yacht Club and the Ocean House with their ornamented frame facades were examples of society's favourite haunts. Landscaping was a challenge but earth was brought in to cover the sand in front of the homes to make lawns. Nasturtiums flourished in the sand and window boxes were popular.

Beach life centred around the entertainment "spots." On December 20, 1874, Baldry's hotel at the canal burned, the fire smouldering in its ashes for ten days according to a neighbour. On the same site the Ocean House, built at a cost of $10,000, was ready to open by the following May. This three-storied resort faced the lake and boasted a dance hall, music salon, bowling alley, billiards parlor and boat livery. Across the road on the bay side the Royal Hamilton Yacht Club was built, its regattas sometimes drawing 20,000 people. Diversions such as band concerts, ball games, bazaars and garden parties took place mostly on the south side of the canal.

The radial line ran north close to the bay between the canal and Station 26, cutting across at this point to run parallel to the railroad as far as the "Brant House hill" where it traversed Maple Avenue to "Ferguson's Curve" and down Elgin Street to the station on Brant Street. Buses today use the same beach "stations" as the electric radials did.

The first dwellings on the Burlington side of the canal were the Curtis, Parkins and Hedley homes. Magistrate G. F. Jelfs lived between station 22 and 24 on the lakeside of the highway. Alex Leitch had a home with three or four cottages which he rented at Station 24. Other well-known families who summered north of the canal were—McGaiety, Grader, Irwin, Quarry, Powis, Newberry, Patterson, Stewart, Bizzie, Beatty, Leckenby, Balfour, Judd, Mundle, Yeates, Hutton, Wilson, Christie, Stewart, Philip, Newbigging, Jones, Malcolm, McPhail, Riddell, Main, Lumsden, Loosley, Dodson, and Smitzel.

About the turn of the century William Smith had an icehouse at the rear of his home near Station 28 on the bay side. Ice cut from the bay was bought by the summer trade on a cash and carry basis. For years Billy Smith skated down the lake shore to Toronto and back. Bob Curtis owned a refreshment booth at Station 22 on the bay near the canal. Curtis was a drover and well known throughout Halton County

In 1908 cottages between the canal and Station 26 on the lakeshore had to be moved to the bay side to make room for a line of towers carrying electric power lines. Morris, now Omaha Avenue, still has many of these homes.

Strolling along the boardwalk to the canal was a pleasant diversion before the automobile. Evenings brought the sound of music wafting over the water, and the bells of Hamilton and Burlington could be plainly heard at the beach. The perfume of the farm fields drifted across the bay in June and in August the aroma of Aldershot melons was borne on the breeze.

Gradually the old way of life changed. Fire destroyed many of the buildings, often in a spectacular way. When the Ocean House burned boys formed a bucket brigade to bring the water to the men. Witnesses told how mattresses were carefully carried from the second floor while panicky men were frantically leaping from the first floor windows tossing the china and glassware out.

The radial cars after 1897 and later the automobile helped to bring about a transformation of the bucolic surroundings. The dirt road had given way to a paved highway by 1925 and swarms of visitors converging on the beaches each week-end put an end to the resort's exclusiveness. Family summer residences gradually were converted to permanent year round homes and the atmosphere no longer was the same. The "colony" disappeared for all time. The radial electric railway ceased operation in 1929 and the Hamilton Street Railway today operates the route across the Beach to Burlington.

The original survey of Saltfleet township made about 1788 did not include "Long Beach" as the sandstrip was called. This area was set aside as a military reserve but to some extent came under the jurisdiction of Saltfleet. Between 1840 and 1878 parcels of the beach had been acquired by settlers but early in this period much of the land was Crown Land and the residents a law unto themselves. The beach north of the canal was in Nelson township, Halton county, and south of the canal was in Saltfleet township, Wentworth county.

For many years the beach was administered by a Commission, but records of Nelson township and Wellington Square constantly refer to the sandstrip. Roads were the chief consideration.

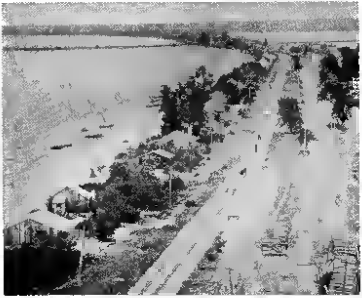
An unsuccessful attempt was made by the City of Hamilton to annex the beach in 1907. Magistrate George Fredrick Jelfs of Hamilton, a summer resident, helped beat the attempt.

The beach commission was dissolved by Act of the Legislature in 1956 and a part of the beach north of the canal was offered to Burlington. The town council under Mayor Ted Smith turned it down. All the lands south of the county line with some but not all of the beach strip lying within Burlington were annexed to Hamilton as of January 1, 1957.

Burlington continued to provide water to the area north of the canal as well as fire protection, and many children living there attended school in Burlington.

On May 25, 1964, the Ontario Municipal Board agreed that "the social welfare, education, religious and aesthetic habits of the residents should increasingly be bound up with those of Burlington." Annexation by Burlington of the north side of the Canal took effect January 1, 1965.

Another chapter may be added to the history of the Burlington section of the beach if the envisaged lake-front park from the Brant Inn to the canal should materialize.



THE BEACH STRIP BEFORE THE HIGHWAY

6

A World of Ships

On the coat of arms of the town of Burlington is a three-masted square-rigged clipper ship. This vessel is indicative of the important part played by ships in the town's history. Indeed, ships made possible much of Wellington Square's prosperity in the mid-nineteenth century.

The first craft used for express in Upper Canada were canoes but not the kind one thinks of today. These were large boats which carried an average of three tons. The largest could transport as many as 60 men or 50 barrels of flour. From this simple start the design of Canadian ships gradually progressed to multi-masted schooners. The earlier clumsier batteaux were found useful to load and unload cargoes when there were no proper docking facilities for sailing ships and the schooners had to anchor in deep water.

It is difficult now to think of Burlington as a port. Places such as Port Credit, Oakville and Bronte at the mouths of good-sized creeks, and Dundas at the head of a smaller lake, had natural sheltered harbours. Docks were built at Port Nelson and Wellington Square to serve the growing local need for transportation facilities, lack of sheltered harbour or no. The schooners didn't care, they would stop anywhere for a cargo.

At the foot of the Guelph Line was a sandy beach sloping gently into the water. Here the docks and warehouses of Port Nelson were built with two tall pines over 100 feet high serving as landmarks for sailors. About a mile-and-a-half along the shore, three docks at Wellington Square pointed out into the lake: Bunton's, Baxter's and Torrance's. Around the north shore of the bay a sentinal oak proclaimed Alex Brown's wharf at what was sometimes called Port Flamboro, and today is known as La Salle Park.

The first cargo to be shipped from the lake ports here was grain. The first settlers planted wheat in spaces between tree stumps and built up crops until there was a surplus. "Wheat was almost the only cash crop the Upper Canadian could grow, the only means by which he could get his hands on a little money," writes Prof. A. R. M. Lower, adding that by 1850 nearly 132 million bushels of wheat were being grown in Upper Canada. The Wellington Square area was one of the largest of the producers.

It must be remembered that this region was Canada's "west" and at that time Sarnia and Windsor were the farthest western points of settlement with nothing beyond but the wide empty prairies which had not yet proved they could become the breadbasket of Canada.

Between 1845 and 1865 wheat was the most important export of this area. At one time Port Nelson shipped more cargo than Hamilton. On busy days the Guelph Line from Fisher's Corners (now the Guelph Line and the Queen Elizabeth Way) to the docks was an unbroken line of carts hauled by horses or oxen waiting to unload. The same congestion occurred on Brant Street. According to Smith's 1844 Canadian Gazetteer exports from Wellington Square included 34,921 bushels of wheat.

Two local farmers were proud of their records: one raising 200 bushels of wheat on seven acres in 1855. The other one raised 340 bushels on twelve acres in the same year. Farmers like these paid $4 to $5 per 100 bushels to have their grain threshed.

After reaching the lake the loads were dumped into bins and taken in little cars down small rails or tracks to the waiting vessels tied up at the dock. Every pound was scrupulously tallied to make sure the farmer got his due, and that the ship's captain was not short-changed. The docks were busy places and attracted small boys. In 1856 a young lad was suffocated in one of the Baxter wheat bins at the foot of Brant Street.

The manufacture of flour became an important local industry. A large steam flour mill was built in 1812 when James Gage laid out the townsite. In 1844, 10,922 barrels of flour were shipped from the "Square". Frequently 200 teams in a single day would deliver their wheat to the flour mill. This mill along with village lots yet unsold was purchased by Torrance and Co. of Montreal who conducted a prosperous grain business.

Schooners came and went from here and from Port Nelson. In the middle 1850's and early 1860's several ships a day, some from as far away as Chicago, called to unload wheat to be ground into flour. Wheat was not the only cargo; boat loads of empty flour barrels were delivered too. Occasionally ships ran aground and on Sunday, November 30, 1856, crowds went from the Square to see the schooner *Ruby* aground on the beach with a load of flour. In November 1860 the schooner *Berlin* loaded with salt drew the villagers to the lakeshore as she lay helpless. It took 17 days to unload and refloat her. In October, 1861, the schooner *Admiral* grounded north of the canal, and on October 31, 1865, the schooner *Peerless* hit the canal pier and sank in the channel.

The sight of these ships under sail coming in to the port of Wellington Square would be breath-taking today—it is understandable how when listing and aground they must have attracted sightseers of a hundred years ago.

CASH WHEAT
J GALLOWAY & CO

AN EARLY GRAIN BROKER AT THE FOOT OF BRANT ST
(Overlooking the Lake)

With the importance of ships in the life of Wellington Square, the development of ship building became a thriving industry along with grain export and flour making. One of the early ship builders was an American, Willet Green Miller, born in 1808. Deserting the American cause, he was headed for Hamilton in 1824 when a storm wrecked his boat on the beach. He decided to stay here and apprenticed himself to a local shipbuilder. He grew prosperous and rose to a partnership in the firm which became known as Bante and Miller. He built numerous sailing ships and steamboats, one of which was the *Chief Justice Robinson* which boasted a protruding prow at the waterline for ramming the ice.

The *Highland Chief* built by Mr. Miller in 1834 sailed on Lake Erie. In the fall of 1834 a violent storm that tossed vessels up on to the front streets of Buffalo wrecked the *Highland Chief*. Another of the Miller ships, the *Sir Robert Peel*, was driven ashore at Wellington Square in a snow storm. The demands of the trade forced vessels to sail very late in the season. Miller built his last ship, a small one, the *Kate*, at Oakville in 1866.

Willet Miller and his partner Bante must have had some association through business interests with another pair of entrepreneurs, Smith and Chisholm. Hiram Smith, born about 1805, and Andrew Chisholm, bought land in 1833 at Wellington Square for a store site. The partners had shares in several boats built during the 1830's. Another Chisholm, William, built sailing vessels here and owned the first ship that sailed through the Burlington canal in 1826.

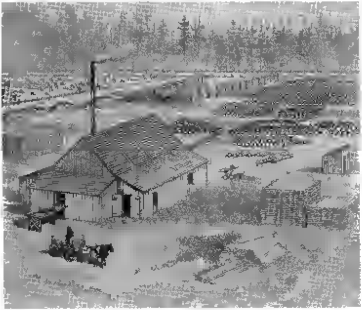
Some of the records of ships built here have been preserved. In April 1861 it was recorded: "April 4, the new vessel at the Square has put her foremast into the step, her main mast yesterday ... April 20, can see the new vessel at the Square bending sails ... April 25, schooner *Charles Baxter* launched at the Square, a large number attended."

Although the industry declined, many ships were owned by villagers of Wellington Square and Port Nelson. March 5, 1860: "Johnson exchanged a village lot in Port Nelson with a house for the schooner *Agnes*." (No mention of how big a house.) In 1861: "Messrs Irwin and Douglass of Port Nelson bought the schooner *Lively* for $850." The Halton Atlas lists in 1877 three ships owned in Burlington: the *Mary Jane*, owned by Captain Daniel Henderson, a vessel of 22,000 bushels capacity, 345 tons register; the *Azor* and the *Sweepstakes*, each about 12,000 bushels capacity, 195 tons register, owned by John Waldie and William Bunton.

In 1860 on the Great Lakes there were 56 steamers, 19 propeller craft, and 64 tugs along with 266 sailing ships and 27 barges, double the amount of shipping as recorded for 1856.

Lumbering was another of Wellington Square's early enterprises depending on water transportation. Timber merchants had been established from the beginning of the 19th century in Quebec, the shipbuilding centre of Canada. From there lumbering spread inland. Square timber was shipped to England to replace imports from the Baltic countries cut off during the Napoleonic War blockade. Square timber was much in

THE PIER SHOWING NARROW GAUGE TRACKS



DOUGLASS' SAW MILL—PORT NELSON

demand because it economized cargo space, but it caused much harm. The outside portions of the trees were cut off in the forest, littering the ground. In no time clear creeks of Halton county were choked with sawdust, growing shallower until they no longer could support the varieties of fine fish that abounded when the country was first settled. Hardwood was much in demand, especially tall, straight red and white pines which were used for masts of the sailing ships.

Canadian lumbermen soon realized it was less wasteful to cut a tree into planks instead of throwing away all but the centre core. Soon lumber mills were doing a brisk business and by 1846 there were 17 sawmills in Nelson township. Sawn lumber was shipped to Britain, but by the mid-1860's the American market had been opened up. The economy of British North America became based largely on forest products. Places like Kilbride, Lowville and Zimmerman prospered, located as they were amid seemingly inexhaustible forests on creeks powering the mills.

At Wellington Square Benjamin Eager was a successful lumber

merchant. By the late 1860's the sound of lumber being handled could be heard here and at Port Nelson. Just as the grain carts had lined up along the Guelph Line and Brant Street, so it was with the lumber wagons which formed a procession miles long to the lake front wharves.

Teaming wood gave many men work, the wood being brought over the uneven roads in the summer and over smooth ice in winter. On January 8, 1870 "Four teams with two saw logs each came over the ice on the north shore from Emery's to Eager's saw-mill." Mr. Eager owned at least some of his own transportation as there is a record of his scow being damaged in the canal on December 5, 1870.

The lumber boom in the 1860's did not come any too soon. The Crimean War had created an inflated demand for grain and flour, but at its end in 1856, a depression set in which was heightened by a poor harvest of 1857. Thanks to lumber, times improved somewhat and the economy was steady until the outbreak of the American civil war in 1861. Then again, businessmen retrenched fearful of what war so close to home could do to this country.

At the beach, in the spring of 1862, a battery of six guns was installed by a government which had not forgotten the naval engagement of 1813. Soon however, anxieties were calmed by orders for timber pouring in to Canada from the northern States. This was the start of the lumber "fever" in this district. Britain and now the United States gobbled up our forest output as fast as trees could be felled. At Wellington Square the flour and grain business continued, but now lumber was "king".

After 1855, the locomotives devoured enormous quantities of wood. Other consumers of wood were the steamships. Before the steamers, the schooners had been the grain and lumber carriers. In 1816 there were 60 schooners on Lake Ontario alone.

The first steamers were paddle wheelers. In the quiet of the 1860's the sound of the paddles of an approaching steamer could be heard for an hour before it came to the Burlington canal. Many of the first steamers were converted schooners, some with the masts left on for use with sails in an emergency. They were used mostly for passenger and mail service. From 1846, steamboats to and from Hamilton usually stopped at Wellington Square.

An 1868 Detroit newspaper clipping announced, "Side wheel steamers have lost their former prestige . . . Propellers have been substituted . . . for the carrying trade they are the favourites." By the 1880's schooners were disappearing and steamers were the only watercraft competing with the railways for the freight business.

These wood devouring vessels had to be kept supplied with fuel. Alex Brown in East Flamboro built a wharf, near today's site of La Salle Park, in the late 1840's, and contracted with the Ontario Navigating

Company of Toronto to provide its ships with cordwood. By the 1860's, Brown's wharf was the vessels' supply point with valuable timber from the slopes of the escarpment being taken aboard to satisfy the voracious appetites of the fleet.

The *Richelieu* and her sister ships, mighty consumers, provided lucrative employment for farmers and mill men in the winter months. In one season alone 5,000 cords were taken on by the steamers. The lumber wagons, drawn by great Clydesdales, came all the way from Puslinch township near Guelph. Port Nelson was another important port of supply for wood to feed the furnaces of the lake carriers.

But the end had to come. Reforestation was unheard of and the lumbermen had simply denuded the country, chopping down every tree in sight. The early pioneers hated the sight of a tree and succeeding generations were happy to clear the forests and make money besides. Eventually, though, they were to realize how grievous the loss inflicted had been.

By the last decade of the 19th century the best timber was gone. The mills in the north of Nelson township converted to grinding grist and once more mixed farming became the district's main occupation. Wellington Square found itself no longer a humming hive of activity. The forests were gone and the far West had taken over as the granary of the Dominion. A few factories had sprung up but now the railways were their commercial carriers. Ships still plied their way to Hamilton but ports like Burlington and Port Nelson lacking harbours were unable to accommodate the larger vessels.

The great grain, lumber and shipping days were ended and a new life centring about market gardening and manufacturing and quiet suburban living became Burlington's lot.

7

County Government

Before there was any local community the first lieutenant-governor of Upper Canada, John Graves Simcoe passed along the Beach and gazed on Lake Geneva It may have reminded him of Yorkshire, England and Bridlington Bay protected from the ocean by Smithicks Sand with Flamborough Head to the north.

On July 16, 1792, in a royal proclamation forming new divisions of Upper Canada, he designated the western riding of York as being "bounded on the south by Lake Geneva to be called Burlington Bay

This name has been the cause of confusion for some historians Bridlington or Burlington whatever the derivation Burlington it became—bay beach Indian encampment and small settlement at the north of the beach As late as 1815 the area around the Brant home was still called Burlington in military reports on the Indians in the War of 1812 Joseph Brant's death in 1807 was documented as having taken place at Burlington When the canal was dug it also took the name of Burlington.

What today is the north western entrance to Hamilton was known as Burlington Heights in the War of 1812. The land where it slopes down farther around the bay in the section now known as Aldershot was called Burlington Plains Writers in the early part of the 19th century sometimes did not distinguish between these localities, using the name "Burlington" in a general way and leaving it up to readers to guess what they meant. The Burlington Board of Agriculture formed in 1806 the Burlington Glass Works and the Burlington Hotel popular in the mid 1800's were all in Hamilton It appears that the name Burlington, was used in the early days, interchangeably with Head of the Lake for Hamilton.

Some of the confusion was cleared up with the naming of the community to the east of Joseph Brant's home "Wellington Square" In February 1810, a group of Niagara and West York petitioners described the settlement at the north end of the beach as having been parcelled out by Joseph Brant into small irregular tracts and sold to individuals without any allowance or reserve for roads." Later the same year James Gage began a more orderly settlement with the purchase from Catharine Brant and Augustus Jones, trustee under Brant's will, of 338½ acres described in Gage's deed as the northeast angle of "Brant's Military Tract." Thus Gage was the first "developer" of the town and in his time it became known as "Wellington Square."

Credit for choosing this name has often been given to Joseph Brant. That this was his recommendation is highly unlikely however, since the Duke of Wellington was still relatively unknown at the time of Brant's death in 1807. He did not win fame until the 1815 Battle of Waterloo and at the time of Brant's last trip to England in 1785 was only 16. It became the popular practice locally after the Napoleonic Wars to name places in this area after Britain's heroic leaders—hence Nelson Village, Wellington Square, Bronte, etc.

Government came to Upper Canada after the Revolutionary War in the United States. Those loyal to the British crown made this their home. At first they lived under martial law with no courts of law as we have today. On July 24, 1788, Lord Dorchester, governor-in-chief of British North America, issued a proclamation dividing Upper Canada into four districts with judges, justices of the peace, sheriffs, clerks and coroners. These districts were Lunenburg, Mecklenburg, Hesse and Nassau, which included the site of the present town of Burlington, although there were no white settlers here then.

The Crown Survey Act of 1792 commenced the laying out of townships. Prior to this time ownership had been established by staking out a claim and homesteading it. By this Act, townships were to be laid out in advance of the new settlers coming to the district and were a means of registering title to property, not for government. Once the principle of townships was established, surveying had to go ahead and Augustus Jones, deputy chief land surveyor for the district of Nassau, began his work in earnest.

Jones, brother of Mary Gage of Stoney Creek, was a Welsh surveyor who came to Canada after the Revolution and settled at the south end of the Beach. Early records of this district are all based on the survey work done by Jones.

Surveying in those days was not the finely calculated science it is today. Robert Gourlay in his compilation of Upper Canada statistics recorded that "boundary lines in the wilderness are marked by blazing … their measuring chains cannot run very straight and their compass needles may be greatly diverted from the right direction by ferruginous substances … much dispute has arisen therefrom."

These disputes have come down "even unto the third and fourth generation" and to this day problems have arisen in the north Aldershot area when land has been changing hands. Early surveyors worked under the harshest conditions and did a remarkable job of charting the country all things considered.

One of Augustus Jones' bench marks is X'd on the top of a large granite stone on the property of Paul Fisher on the Guelph Line This stone was near the corner of the Guelph Line and the Queen Elizabeth Way and when the highway was built, Mr Fisher salvaged the stone and had it moved to his front lawn

Mr Jones laid out Nelson township in one and one-quarter mile squares 1 000 acres in each square with ten 100-acre farms in each The base line two and a half miles above Highway 5 is the boundary between the old and new surveys of Nelson The new survey was planned on the principle that long narrow farms would need only a fraction as many roads. Abandoning the idea of square farms, the new ones were one and seven-eighths miles long but only seven-eighths of a mile wide Nelson was set out as a township in 1806 (old survey) a year after Horatio Lord Nelson's victory and death off Cape Trafalgar and in 1819 (new survey) Flamboro part of which now lies in Burlington originally was called Geneva township and was surveyed earlier than Nelson becoming a township in 1799

In 1792, a year after Upper and Lower Canada were designated the population of Upper Canada had reached about 12 000 of which 10 000 were loyalists The courts serving the four large districts were forced to deal with more and more problems many of them purely local in nature The extent of these districts is seen in the size of Nassau which stretched from the Trent River in the east to Long Point on Lake Erie The Provincial Act of 1792 continued the large districts but called them Eastern, Midland Western and Home (formerly Nassau). Each was governed by a Crown-appointed Governor Nineteen counties were formed at this time as the basis of representation in the Legislative Assembly

In 1798 at the second session of the second parliament of Upper Canada eight large districts were designated with 23 counties and 158 townships. These counties each had a group of townships including any villages in the area. It was about this time that the township of Flamboro was divided into East and West, the two parts remaining in the Home district

In 1816 the Gore district was formed made up of land today in the counties of Halton and Wentworth Halton and Lincoln at one time met and Wentworth was created by taking part of Halton and part of Lincoln and adding other townships Gore was named after Lt Governor Sir Francis Gore and Halton after Major Mathew Halton, secretary to Gore Halton County at this time contained the townships of Beverley Dumfries East and West Flamboro as well as its present townships of Nassagaweya, Esquesing, Trafalgar and Nelson in which lies part of the present town of Burlington. Gore was estimated to have 6 684 inhabitants in 1817.

The counties of Halton and Wentworth were reduced to their present size in 1852 but continued in a combination which included Brant County from 1851 to 1852. In 1852 Brant County broke away but Halton and Wentworth remained as one until the end of 1854.

The development of county government was a slow process. By the 1830's the growth of urban communities was becoming extensive and governing power was transferred to bodies called "Boards of Police", elected by male resident householders. These boards appointed town officers, made assessments, purchased real property for town purposes and legislated in other ways. More extensive powers were granted to cities and towns which were incorporated by special acts. The power was vested in a mayor and common council.

In 1841, the District Councils Act was passed which established local municipal authorities. Inhabitants in each district elected councillors and a Warden was appointed by the governor of the district who also decided on the clerk of the council from a list of three names submitted by the council. Later legislation provided that wardens, clerks, treasurers and surveyors would be appointed by the councils themselves.

In 1849 Robert Baldwin introduced an Act to "provide by one general law for the erection of municipal corporations and the establishment of regulations of police in and for the several counties, cities, towns, townships and villages in Upper Canada." This Act, called the Baldwin Act, abolished the districts, and the counties became territorial divisions of the province for municipal as well as judicial purposes, thus providing the foundation of the municipal government structure that exists today.

The county of Halton, 24 miles long and 15 miles wide at the present time comprises seven municipalities: the townships of Esquesing, and Nassagaweya, and the towns of Milton, Oakville, Georgetown, Burlington and Acton. County council is composed of the reeve and deputy reeve from each of the seven municipalities, 14 members in all. The warden or council chairman is elected annually by council members from among their number.

Burlington chose to remain a town long after her size permitted her to become a city. The advisability of this course proved to be wise. The town is closely involved in the government of the county and keeps its hand on the spending pulse of council. County reforestation properties, the Emergency Measures (civil defence) Organization, agriculture, health unit, child welfare, operation of Halton Manor, home for the aged, administration of Halton County Museum, are areas in which Burlington shares with the rest of Halton. The County provides

adequate court facilities and maintains a county jail. All these services and institutions derive their funds from the municipalities.

Voting in county council is generally on the majority basis. In certain circumstances, however, a vote may be resolved by recorded vote with council members having voting power according to the population they represent. Burlington has a total of nine votes as compared with Nassagaweya which has only two.

Burlington has always taken its share of responsibility of administering the county as evidenced by the number of wardens who were residents of what is now Burlington: George Ghent, 1854; Robert Miller, 1855, 1857-61 and 1864-66; John Waldie, 1875-76; R. G. Baxter, 1886; P. D. Scott, 1890; W. G. Pettit, 1896; John C. Smith, 1901; James G. Wilson, 1903; M. C. Smith, 1910; John P. Griffin, 1912; Charles Readhead, 1917; E. A. Harris, 1922; W. A. Irving, 1923; E. M. Readhead, 1932; George Harris, 1934; L. Kerns, 1941; John Blair, 1942; Norman Craig, 1947; Mary Pettit, 1949; R. Shannon, 1955; Gordon Gallagher, 1964.

Of these men the popularity of Robert Miller as warden has never been equalled. Born near Belfast, Ireland, he was a Zimmerman farmer who went into manufacturing in 1839. In 1850 he again took up farming and evinced a keen interest in local affairs. In 1867 he became clerk of the Sixth Division Court of the county as well as clerk and treasurer of Nelson township. He moved to Nelson Village to take up these duties and later settled in Burlington when he was made Collector of the Port in 1874.

8

Politics – Federal and Provincial

Government at the provincial level, although it did not touch too intimately the individual lives of residents of the village of Wellington Square and the township of Nelson, materially shaped the affairs of the community at large. This was especially true of the laws enacted by Governor Simcoe in his first parliament of Upper Canada.

In 1793, during the second session of that first parliament, an Act was passed to legalize many of the early marriages which had been performed by officers and even army surgeons. The new Act also provided that if there were no ministers of the Church of England within 18 miles, one could be married by a Justice of the Peace who was to put up a notice in a public place prior to the marriage. If a minister did live within 18 miles and a justice of the peace officiated, the marriage was null and void. In 1798, the Act was extended to Church of Scotland, Lutheran, and Calvinist ministers provided one of the couple was a member of the church for six months before marriage. By 1831 ministers of other denominations were allowed to perform marriages.

In 1817, there were no churches or ministers in Wellington Square and only one Methodist minister in the whole of Nelson. East Flamboro was just as badly off with no ministers or churches. This situation improved gradually and by 1846, Rev. T. Greene was minister of the Church of England here (St. Luke's) and Rev. William King was a minister of the Church of Scotland in Nelson township. A free church (Presbyterian) was also listed at Wellington Square but no minister, leading to the conclusion that this church was served by a Hamilton pastor.

Thus until St. Luke's was founded in 1834 the people of this region had to travel long distances to the nearest preacher or wait until he visited them. But at least their marriages were legal after the passage of the provincial legislation of 1793, and succeeding years.

The founding of militia was another important piece of legislation passed by the provincial government. At the same second session of the first legislature of 1793, the first Militia Act was passed. All males in the province between the ages of 15 and 50 (extended to 60 in 1794) had to bear arms. They were to have training of sorts and were to muster once a year, the date set in 1804 as June 4, the birthday of the reigning monarch George III. This muster also served as a census taking and at first the district of Nassau contributed 600 men to the militia.

The first militia organization in Nelson township was the 2nd Regiment York Militia organized in 1798. George Chisholm who settled on the north shore of Burlington Bay in 1794 was one of the officers. Another was Richard Cockerell, a tutor of John Brant. The same William Bates who had charge of the King's Head Inn in 1800 was another. Surveyor Augustus Jones belonged to the 1st Regiment of the west riding of Lincoln in 1804. By 1821 there were two regiments of Gore militia, many of the officers of which had served in the war of 1812. By 1824 there were four regiments, by 1831, five.

In 1838, judging by the number who had enlisted, patriotism was running high because of the Mackenzie rebellion. Members of the 8th Gore regiment, Nelson township, came from many of the original families who settled the district. Some were Major Hiram Smith, Colonel George Chisholm, Lt.-Col. Wm. McKay. Captains were: A. W. K. Chisholm, T. Cooper, James Wilson, W. O'Reilley, John Wettenhall, Joshua Ireland, John Lucas, John McGregor, J. F. Bastedo and J. A. Chisholm. Lieutenants were: Andrew Pettit, David Bastedo, J. S. McCallum, Wm. O'Reilly, A. G. McKay, Wm. Earls, W. Spence, James Langtry, Jacob Bastedo and James Panton.

In 1846, the limits of the Gore militia were changed into the regimental divisions of Wentworth and Halton, which were divided into township battalions.

The provincial government passed other significant laws at the second session in 1793. Slaves were no longer to be bought and sold but could be retained if already owned. Children of slaves were to be free at 25 years of age and, to close up a possible loophole in the Act, their names were to be registered not later than three months after birth. This Act did not greatly affect the area around here as there were few slave owners. Chief Joseph Brant was one. The Act did, however, make Upper Canada a haven for runaway slaves, some of whom came to Halton County to make their future homes.

There were no lawyers in the new province, but by 1794 with so many new laws being passed it was necessary to appoint lawyers. A provincial law of that year provided for the appointment of 18 men to be licensed to practise law. The first legal documents were all handwritten and some of the signatures were mere "X's" indicating the inability to write. In lieu of seals, small bits of paper, about ½ inch square, sometimes torn from the corner of the document, were pasted to the document beside each signature with sealing wax. One of the early documents was an indenture between Honorable Peter Russell of

York and John Fonger of Ancaster when the latter purchased land in the part of East Flamboro which was later called Aldershot. Gordon Gallagher, whose family later bought the land, retains a copy of the original deed to the next transaction of this property, dated Jan. 1, 1817. It is interesting to note that all the Fonger men could sign their names on the documents but only one of the four women could do so.

From 1792 to 1841 Upper and Lower Canada were each governed separately and the elected representatives of this area sat in the Legislative Assembly at Toronto. Since there was no united Canada there was no need for two sets of elections, federal and provincial, such as we have now. Early representatives of this district included the names of John Wettenhall and Caleb Hopkins. Mr. Hopkins and his two brothers all settled in Nelson, Caleb buying land on what is now the No. 5 Highway just east of the Guelph Line. He became a leading citizen and a Liberal member of the Assembly.

Political turmoil must have been at its height in Nelson township toward the end of the 1830's. This was the time of the Mackenzie rebellion. William Lyon Mackenzie was a Scottish journalist who advocated popular government. He was elected to the Upper Canada Assembly in 1828 and became the first Mayor of the City of Toronto in 1834. In attacking the government by tongue and pen he became fanatical and eventually turned to violence. He robbed the Western Mail coach and took the cash of the passengers. According to a Tory account, one woman was robbed "of her all", meaning a suitcase. This gave rise to the ridiculous story that Mackenzie fled the country in female clothing.

In December, 1837, armed rebellion broke out at Montgomery's Tavern outside of Toronto. Mackenzie, defeated, with a price on his head fled along Dundas Street with young Allan Wilcox. They stopped near Streetsville where they were driven in a wagon westward toward the Sixteen Mile Creek. When they found the bridge over the creek guarded by troops they quickly left the wagon and hid in the woods. Stripping off their clothes they waded across the icy water which was up to their necks. "In an hour and a half we were under the hospitable roof of one of the innumerable agricultural friends I could then count on in the country", Mackenzie recalled.

Mackenzie does not name this Nelson farmer who gave them dry clothes but said, "The sons and daughters of the Nelson farmer kept a silent watch outside in the cold while I and my companion slept." They took only a short rest and continued on, crossing the Twelve Mile Creek about midnight.

They passed by Wellington Square, and just before dawn reached the home of a magistrate known to Mackenzie.

Ashael Davis warned him that his house had been searched twice by the troops, perhaps because, just awhile before, he had sheltered Dr

John Rolph, a Mackenzie supporter who was also fleeing with a price on his head. When the two refugees learned that large forces were looking for them, they decided to split up and Wilcox was left at the home of a friend of Mackenzie.

At daybreak it began to snow and to avoid leaving tracks for his pursuers to follow, Mackenzie called at the home of another Nelson farmer. Instead of hiding in the barn he hid in a tiny thatched pea stick where he watched soldiers search all the buildings around. When they had gone, the farmer brought Mackenzie food and water to wash in. When darkness fell, a young lad led him to the home of a friend named King whose farm was next to the Tory headquarters of John Chisholm's troops. The boy worked at Chisholm's but did not betray the rebel.

King fed Mackenzie and led him to the home of a friend who gave him a horse. Mackenzie reached Dundas that night and escaped to Navy Island in the Niagara River and later to the United States.

It would appear that most of the leading citizens of this area were decidedly for or against the fiery Scot. Many men enlisted in 1837 and fought on the side of the Tory government. Few actually shouldered arms on Mackenzie's behalf, e.g. Peter Fisher, a supporter, "stayed home" that fateful summer of 1837 and built "Shady Cottage" at 801 Guelph Line. Mackenzie's Nelson sympathizers were legion, though, and if he was helped in his flight from Montgomery's Tavern by every farmer whose descendants claim he was, then he must have been a long time escaping from this region. Several years after the rebellion Mackenzie described his flight and his account (which was used here) must be taken as the true story if his memory did not fail him. He did not, however, mention by name all the Nelson farmers who helped him, which leaves each of today's "Mackenzie hid here" contenders equally justified in their claims.

In 1841 the two provinces of Upper and Lower Canada were united with one legislature, an elected Assembly with 42 representatives from both Upper and Lower Canada, and an upper house of not fewer than 20 Crown appointed members. This combination of Upper and Lower provinces was called Canada until in 1867 it was finally enlarged to include the whole of the Dominion.

There appear to be no further successes for Nelson or Burlington candidates in elections in Halton for some time after Caleb Hopkins' day. The next candidate to run for office from this area was W. J. Simcoe Kerr, Joseph Brant's urbane grandson. He contested the first provincial election after Confederation in 1867 as a Conservative but was beaten by William Barber, Reformer from Streetsville.

Barber subsequently gave too much support to Premier Sandfield MacDonald's Conservative government, for the Halton Reform Association's liking and they withdrew their support. He later ran as an Inde-

pendent Reformer and defeated the Reform candidate in the election of 1871

From 1867 on there were federal and provincial elections in Halton most of them hotly contested In January 1874 John White M P and Reform candidate in the upcoming election actually attended his opponent, D B. Chisholm's meetings and commented thus on each Very rowdy meeting large turnout Oakville toughs meeting closed decidedly in my favour numerous questions asked Mr Chisholm very evasively answered The most amazing Chisholm meeting must have been the one where White said he spoke two hours and demolished Chisholm Demolished or not, Chisholm won the election by 23 votes The Burlington vote went 50 to White and 51 to Chisholm, which can hardly be fairer

This election was later contested—Chisholm was unseated It was just one of many contested elections The provincial election of 1875 won by the Reformers was protested by the Conservatives and a cross-petition was then entered by the Reformers The election of a Conservative in 1883 was protested on the grounds of undue influence The Conservative winner of the federal election of 1888 was unseated for bribery He was described by his opponent as "a very decent man but not worth a crack of the thumb in politics. A protest of the provincial election of 1898 succeeded again in having the Halton seat declared vacant.

Elections were fine fodder for newspapers. One journalistic utterance which was impartially pasted in the Reform Association minute book described a post-election parley. On the night of the 17th (election night) after the result was known, Mr McCraney (winning Reformer) addressed a number of his devotees in the back yard between the Wallace House and the stables adjoining the hotel We don't know what constituted the platform on the occasion but to be consistent with the surroundings of the situation, we should infer it was a dunghill" The fact that their man had won probably made the Reformers magnanimous enough not to sue for slander!

In the provincial election of 1883, a Conservative, William Kerns of Burlington was elected. His grandfather had settled in Halton county early in the 19th century He was a partner in a Burlington general store with John Waldie for twenty years The political affiliations of the partners may have had some bearing on the eventual termination of their business relations.

In the federal election of August 22, 1888, Reformer John Waldie of Burlington, won over Conservative David Henderson by 24 votes As Reeve of Wellington Square in 1873 Waldie had been instrumental in having the village incorporated and its name changed to Burlington

HUGHES CLEAVER

JOHN WALDIE

In March 1891, with Henderson and Waldie once more rival candidates, it was Henderson over his opponent by 104 votes, but he didn't have long in the House of Commons since by December 1891 he was unseated "for corrupt practices." The Reformers again called upon Waldie but he had had enough, apparently, and declined the nomination. Strange as it may seem, in the election of 1896 again the candidates were John Waldie and David Henderson. Waldie lost by 84 votes. Denunciations for alleged "corrupt practices" and "bribery" were not as serious as they sounded. Henderson was well regarded and continued in politics for many years.

Until 1878, votes were cast orally as "the only bold, straight forward, manly way" of voting. Vote by ballot was first used in an Ontario by-election in 1874 and in the federal election of 1878. In a rural community it presented new problems. In the provincial election of 1902, John Barber of Georgetown defeated the Conservative, Dr. Nixon, after two recounts were made. Spoiled ballots were the cause of appeal and at least one ballot was rejected because it was stained with tobacco juice!

By 1917, women had quietly entered the federal and provincial political scene, after being given the municipal franchise back in 1884. Possibly all along, behind the "bold straightforward manly" voting there had been some female influence. At any rate Halton Reformers welcomed the ladies and it was recorded that in Milton, June 15, 1917, "one of the best conventions ever held took place, there being over 200 women present." Individual female politicians, however, were not necessarily always accepted with open arms. In looking over a list of possible can-paign speakers in September 1926, it was thought inadvisable to have Miss Agnes McPhail speak here after reading some of her utterances at other points."

In the 1917 elections E. H. Cleaver, a Burlington lawyer, was Liberal candidate. Mr. Cleaver's platform was, "Canada for Canadians." Unfortunately for the town's political prestige Mr. Cleaver was defeated and the United Farmers of Ontario were swept into power. E. H. Cleaver's defeat at the polls was later avenged by his son Hughes, also a Liberal, who was elected in 1935 as the federal representative for Halton. Mr. Cleaver set a record for the riding by being elected again in 1940, 1945 and 1949. Mr. Cleaver was member of parliament until 1953 when his law practice demanded his full attention. While on Parliament Hill he was chairman for a decade of the Banking and Commerce committee, the major parliamentary committee. He was also chairman of the War Expenditures Committee in the final two years of World War II and was chairman of the Government-owned railroad and T.C.A. committee. A Conservative, Miss Sybil Bennett, succeeded him at Ottawa.

In 1959, Owen F. Mullin, Liberal, ran against Stan Hall, Conservative, for the Halton provincial seat and was defeated. Before the next election Mr. Hall died and George Kerr filled the vacant seat. In the 1963 fall elections Kerr defeated Owen Mullin by a comfortable majority.

The upcoming redistribution of seats for both the provincial and federal governments may witness more men and women of political awareness coming forward in Burlington to stand for public office.

9

Nelson Township Council

The village of Wellington Square, known as Burlington after 1873, for many years was governed as a part of Nelson township. It was considered, however, sufficiently a community to make report on November 21, 1817 to Robert Gourlay, a Scottish immigrant collecting data on the townships of Upper Canada. John Brant, Augustus Bates, Ashael Davis, Thomas Ghent, Nicholas Kerns and Ralph and James Morden, addressed Mr. Gourlay as "inhabitants of Wellington Square, being settlers on a tract of land granted to the late Captain Brant for his military services and also being a part of the township of Nelson."

This dual nature of Wellington Square's existence, both as a community itself and as a part of Nelson, is seen in the township council on which Wellington Square was represented. For many years township by-laws and decisions governed "the Square" as well as the rest of the area and a picture of the life in the village is reflected in the deliberations of the council.

Records of the first meetings in the township indicate they were public gatherings with "freeholders, householders and inhabitants" in attendance. On January 4, 1836 at the inn of William Chisholm, Caleb Hopkins was appointed chairman, William McCay township clerk (a position he held for many years) and Peter Fisher, Francis Hamburg and James Cleaver, commissioners. It was decided that horned cattle, sheep and swine over 48 pounds weight could run loose, but horses, bulls, rams and boars (mercifully) had to be confined.

Successive meetings were held at John Mayhew's inn, John Peer's inn and for several years at Richard Hull's and Bright Naisbitt's inns.

The 1838 meeting elected commissioners George Dice, Joseph Ireland and Thomas Alton and elicited declarations of all overseers of highways that they would faithfully perform their duties.

On January 7, 1839, wardens were mentioned for the first time—Joseph Ireland, Peter Fisher and Thomas Atkinson. No commissioners were listed. By-laws were not yet being passed, merely resolutions which had to be confirmed each year. Joseph Brant's son-in-law, William J. Kerr, chaired the 1841 meeting, and the next year district councillors were mentioned—Caleb Hopkins, John Miller, as well as town wardens,

George Ghent, Peter Simmerman and Peter Fisher School commissioners appointed that year were Peter Fisher Rev Thomas Greene Rev William King Rev Anson Green John Kinney David McLeod and Thomas Douglas

By 1843 with William Kerr still chairman, the livestock regulations were being tightened Previously animals were not to run at large within ¼ mile of St Ann s or Hannahsville and now Wellington Square could expect to see no more horses horned cattle or hogs at large during the winter Wardens that year were James Gage, John Wetenhall and David Pitcher

In 1845 James Cleaver and Hiram Smith sought the councillorship title with the latter winning In 1847 John Miller was elected a member of the municipal council "by show of hands and no opposition" It appeared that township government was unexacting until 1850 with only yearly public meetings recorded

In 1850 the leather bound minute book reveals according to the provisions of the Act (Baldwin Act) which provides for the establishment of township municipal councils and this the Township of Nelson having been divided into five rural wards the following persons were returned as duly elected councillors Robert Douglas, Timothy Cooper, Andrew Gage Titus G Cummins and John Kinney The first Reeve chosen was Andrew Gage and his deputy was Robert Douglas Assessors were George Crooks William Panton, founder of Kilbride and Robert Miller Collectors were Vickers Peart and Walter O Reilley

From this time on parliamentary procedures were followed with motions committees of the whole, council meetings by laws and amendments to amendments As the township was becoming more populated so its government became more complicated.

The first by-law of Nelson was passed in 1850 Every dog to be assessed at 50¢ but every farmer can keep one dog free. Township records in succeeding years show that man s best friend was a considerable item in the township s annual expenditure. In 1871 William Cartwright proved under oath the loss of one sheep by dogs value $10 In February 1885, $11 33 was paid to J Fothergill for two sheep killed by dogs and $10 to T Blanchard and John Fothergill for the loss of one ram. The date farmer s name, number of sheep killed and amount awarded to each was listed annually totalling $96 10 for the year 1897, paid to 11 farmers and many years were worse than this one.

Nor were dogs the only offenders in Nelson A by law was passed in 1885 to prevent swine and geese from running at large in any village of the township By 1888 a by law became necessary for restraining cattle horses sheep and poultry

Nelson's second by law also passed in 1850 provided a tax on show men. It stated that No person or persons shall be allowed to exhibit, practice or perform within this municipality any wax figures, wild animals, puppet shows, wire dancing, circus riding, or any idle act or feat which common showmen, circus riders or mountebanks or jugglers usually exhibit, practice or perform" without paying a tax on each performance.

The circus and showmen were one of the few forms of commercial amusement in the days before radio, television and wide variety of entertainment which may be enjoyed today. These travelling performers, who usually set up their tents near well-known taverns, were eagerly awaited. One of the first to visit these parts must have been the Grand Caravan of Living Animals which stopped at Summer's Inn, Nelson, on July 19, 1828. For 25¢ (children half price) one could see "a lion, lioness, tiger, joguar, camel, leopard, catamount, ichneumon, jackal, black and gray wolves, llama, baboon, monkeys, ape and band of music". The impresario of the Grand Caravan neglected to add that some of the menagerie were stuffed.

Early council meetings had been held at local inns but the time came when a permanent structure was needed. In April, 1855, Stephen Atkinson offered a site and the sum of $30.00 to aid in the construction of a building. In due time the Nelson Township Hall was erected.

Roads were probably the commonest item on the township council's agenda. In lieu of a works' department, the upkeep of roads fell to the citizens themselves. Statute labour was the order of the day and pathmasters and fenceviewers had to be appointed regularly to see that the roads were kept navigable. New roads had to be opened and little-used ones closed. The location of bridges and culverts had to be decided and sometimes council would meet "on location" to view the site of a proposed road alteration.

Next to roads, the subject most under discussion was taverns and "spirituous liquors". Robert Gourlay reported that before 1821 "dissipation with her fascinating train of expenses and vices had made but little progress on the shores of the lakes". By the 1830's however, liquor, often of a poor quality, was consumed at every gathering and the number of taverns was out of all proportion to the population. For instance, in 1846 in Wellington Square with 400 inhabitants there were four taverns but only two churches. There were 10,000 members of temperance societies in Upper Canada by 1832 and, while the first ones only sought to stem the flow of liquor, later groups tried to stop it altogether.

Nelson township council took the former attitude and passed by-laws to regulate drinking places and liquor sales. By-law 110, passed in 1860, was one in a series of liquor laws. It stated that the number of houses of public entertainment in which spirituous or fermented liquor could be sold by retail was not to exceed 14, provided that not more than 4 of such houses (excluding the railway station) were in the village of Well ington Square, nor more than two in Port Nelson, three in Lowville, one at Cumminsville, one in Nelson village, one at Nelson Rocks, one at St. Ann's (later called Tansley) and one at the Middle Road.

At the first meeting of council each year one or more inspectors were to be appointed to inspect all houses of public entertainment and shops within the municipality, and grant licenses to those entitled to receive them. Their salaries were $1.50 for each day of inspection, not to exceed 10 days unless ordered by council.

Any person applying for a retail liquor license had to "have a fair character for sobriety and general good conduct." A license for a house of public entertainment cost $30.00, for every shop license $80.00 and for a Temperance House it was only $2. Storekeepers and grocers were among those who could apply to sell wine, brandy and other spirituous liquors in quantities not less than one quart not to be drunk on the premises.

Inns or Temperance Houses had to be in a good state of repair with at least a dining and sitting room and four good clean beds in separate apartments over and above those occupied by the family and resident boarders, and there had to be at a convenient distance a barn and stable well secured for the keeping of horses, cattle, carriages, wagons, sleighs, etc., with good stabling for at least eight horses, with both the house and premises well supplied with pure wholesome water. "No tipling shall be allowed in any such house and it shall not be lawful for the keeper of any house to have on any part of the premises any faro table, roulette table or any device for gambling."

Landlords were forbidden to sell or give liquors to any Indian man, woman or child, nor to any child, apprentice or servant without the consent of a parent or master or legal protector, nor to any person known to be a habitual drunkard.

This by-law became effective April 1860 and in December Inspector Hugh Cotter of Port Nelson reported to council: "I have endeavoured to do my duty without favour to any. 15 persons received from me certificates to keep houses of public entertainment and sell spirituous liquors, viz. J. H. Baynes, Port Nelson; E. De Garmo; R. W. Bates; Janet Taylor, Wellington Square; Thomas Graham, railroad station; Robert Thompson, Cumminsville; C. Langford, Nelson Rocks; John Naisbit; Thomas Davidson, Guelph Line; H. McDade, Lowville; Thomas Heyden, Nelson; William Bunton, St. Ann's; Thomas Simons, Middle Road.

The following persons received certificates to keep Temperance Houses: James Irving, Port Nelson and William Zimmerman, Middleton.

"Much has been done," said the Inspector, "by your honourable body to reduce the amount of misery and crime arising from the too free use of liquor, yet your Inspector finds much more remains to be done which would condone to the welfare of our township, and that is a prohibitory Liquor Law altogether and believing that it is the duty of all township and county councils to move and exterminate forever from our land the worst of foes (spirituous liquors) when sold by retail it would greatly improve the morals of the people and many an unhappy home would be otherwise comfortable.

In 1861 two petitions were read one praying that no license be granted for an inn at Kilbride and the other that the number of inns on the Guelph Line be lessened. Similar other petitions were presented by other councillors asking that the number of taverns be limited. It is noted, however, on examining names on the petitions that the same names appeared on petitions to limit taverns as also appeared on petitions of certain innkeepers applying for licenses! Council decided that there were enough inhabitants in the township to warrant nearly double the number of taverns instead of fewer. They therefore resolved that when a tavern keeper presented to council proper references of respectable municipal rate-payers, then that person should be considered "a sober moral man and if the tavern is required we do not see that this council can refuse such license."

The result of it all was that council concluded by granting ten licenses at that meeting. This whole rigmarole seemed to have gone on each time licenses were up for renewal.

In 1864 Nelson council found that plans had to be prepared of any unincorporated villages where the original owners of the land comprising the village have not jointly laid out and surveyed the same ... and whereas the village of Wellington Square ... has been surveyed and laid out by three different parties each having a separate survey. Since it was necessary that one complete plan of the village be made and deposited in the registry office the ratepayers were assessed to pay the expense.

Of even more significance than the registering of Wellington Square's plan was the by-law passed September 9, 1873, by the Halton County Council. This was to officially incorporate the village of Burlington. Wellington Square had come of age and was ready to change its name, have its official council and make its own laws. After 1873 although some members of Nelson township council may have resided in Burlington, the village no longer was governed by the township council.

The first Reeves of Nelson township were: Andrew Gage, 1850; John Miller, 1851; George Ghent, 1852-54; Robert Miller, 1855-67; W. J. Simcoe Kerr, 1868-71; John Waldie, 1872-73.

From 1873 reeves of Nelson did not directly represent the governing body of Burlington. These men, however, were resident of an area which is now a part of Burlington and their names should be remembered: Henry Foster, 1874-79; George McKerlie, 1880-82; V. H. Peart, 1883-84; Edwin Dalton, 1885-86; P. D. Scott, 1887-90; W. G. Pettit, 1891-96; A. P. Alton, 1897-1900; J. F. Richardson, 1901-03; A. Dudley Alton

1904-07 W G Pettit, 1908 J P Griffin 1909-12 Charles Readhead 1913-18 W A Irving 1919-23 H T Foster 1924-27 H M Pettit 1928-30 E. M Readhead 1931-33 George W Thorpe 1934-36 John McNiven, 1937-39 Leslie Kerns 1940-42 William J Robertson 1943-45 Mary S Pettit, 1946-49 John McNiven 1950 George Thorpe 1951 Charles Palmer 1952 Russell Smale 1953 George Brenhaltz, 1954 Harold Adkins 1955-57

These reeves not only headed up the township council but sat on the county council as well, the same as all the reeves of the village, and later the town of Burlington For the period from 1873 to 1914 there were reeves leading the councils of both Nelson Township and the village of Burlington. After 1914 the Burlington reeve was second in importance to the Mayor

10

Local Autonomy

It was not until 1873 after incorporation as a village and the name change from Wellington Square to Burlington that decisions of the village council became legal in regulating community affairs

Halton county by-law 76 read Whereas the census returns of Wellington Square with its immediate neighbourhood contains over 750 inhabitants whose residences are sufficiently near to form an incorporated village And whereas a petition was signed by more than one hundred residents freeholders and householders of the said village and neighbourhood the area was erected into an incorporated village apart from the township of Nelson by the name of Burlington

The boundaries commenced at the waters of Lake Ontario on the line between the lands of the heirs of the late Captain Joseph Brant and the lands of the late Augustus Bates thence northwesterly along the lands owned by the Great Western Railway to the Hamilton and Nelson Road This is now part of the Queen Elizabeth Way The boundary on the southeast was the Guelph Line, down to the lake and back to the start. The town contained about 500 acres then, a contrast to the nearly 54 000 acres within the present municipal limits.

The first Burlington election was held in the Temperance Hall on Elizabeth Street The first council was composed of John Waldie Reeve and Benjamin Eager James Allen, George Murison and Charles Hales councillors. Mr Hales was succeeded by James Cotter Villagers voted annually to elect a reeve and council and election fever reached a pitch whenever something contentious had to be decided New Year's Day was Election Day for many years

In 1900 when 390 villagers voted what was the total cost of holding the election? $20 13 In 1965 election costs were $14 662.66

On June 1 1911 a by-law was passed providing the village with three wards in place of the two it had had since 1886 Voters were divided according to the initials of their surnames. The ward system was not based on locality as it is today

The Temperance Hall became the Town Hall and there Council debated the affairs of the village with as much solemnity as though it were Toronto they were governing. For their comfort on chilly nights a new furnace costing $130 17 was installed in 1900 Also that year Council debated the need for a suitable flag for the village and the Ensign was bought for $11.50 In 1912 the Union Jack was the choice without there being need for a flag debate

Some Council deliberations centred about problems as farcical as the occasional ones encountered today In 1904 a communication was read by W T Jennings complaining that his lot should be sixty feet instead of fifty-nine feet three inches The appeal was dismissed.

Some decisions displayed the politicians at their best In 1906 it was moved by Councillor Little that the tree in front of Mrs Busby s property be cut down as it is a nuisance to life and property (i.e if Mrs Busby so wishes) !

An historical entry in the minutes of June 14, 1907 read Moved by Councillor Young that this Council record its deep regret in the death of Mr John Waldie for many years an honored resident and its first Reeve (John Waldie was one of Burlington s greatest citizens, representing it in the Parliament at Ottawa and bestowing on it his philanthropy)

Licensing was regulated by council From 1903 a fee of $50 was charged any persons selling cigarettes or cigarette tobacco In 1911 a by law was passed regulating the sale of milk in the village and appointing an inspector to enforce the law and inspect milk cream cows and dairies In 1912 F W Parkin was granted a license for three pool tables at $60 for the year

In 1896 a committee had been formed for the consolidation of by-laws There were 186 by-laws on the books and of these only 46 were in force some had been amended once and others twice Council was concerned because it could not keep abreast of all the regulations. By law number 3107 passed June 13 1966 is indicative of the multitude of decisions made in the intervening years

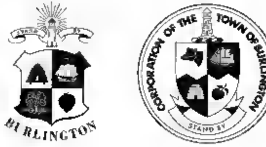
Town salaries then and now showed a marked contrast James Allen clerk treasurer earned $200 in 1897 with an extra $10 for registering births deaths and marriages Cost of operation of the town clerk s department for 1965 was over $104,000

The auditor s salary in 1898 was reduced from $10 to $5 Ralph Young, appointed auditor in 1895 declined owing to the meagerness of the remuneration offered The 1966 audit company fee was $6 900 Assessor for 1897 J H Campbell received $41 82 for his services The 1966 assessment budget was $85 699

THE WATERWORKS STORY

Things were not always done in a strictly orthodox way Council decided it should put in a waterworks Tenders were called and it was found the cost might be nearly $50 000 an awesome sum for a small

THE OLD AND THE NEW COAT OF ARMS


STAND BY
BURLINGTON
CORPORATION OF THE TOWN OF BURLINGTON
STAND BY

1913 1963

village to raise. A vote on whether or not the ratepayers wanted the waterworks was necessary.

Opposition came from the more conservative residents who, knowing that only property owners could vote on money matters, went to the registry office in Milton and checked the titles of those whom they knew would vote in favour of the waterworks. The names of those NOT eligible to vote were noted and given to the returning officer.

Reeve Mac Smith heard about the list and sought the aid of Bill Brush, a colourful character who ran the Queen's Hotel (now the Sherwood) and raced horses at fall fairs. On election day Hotelkeeper Brush caused a sensation by driving his horse pellmell along Brant Street. He stood erect in the gig, cracking the whip all the way to the lakeshore. Then away he went up Locust Street.

People rushed to the window of the polling place to see what was going on. In the commotion the list of ineligible voters somehow disappeared and no one could swear to what names were on it. The by-law passed by 42 votes and that's how Burlington got its 1909 waterworks.

In 1910 King Edward VII died. Two years later Council moved "that the proposed style of fountain and drinking troughs recommended by the King Edward Memorial Committee be accepted and that the village bear the expense of installing on the proposed sites." In March 1913 a fountain located on Lakeshore Road (then Water Street) near Brant, in line with the entrance of today's Royal Bank, was connected and three horse troughs installed. It was moved years later to its present site east of the Cenotaph on the lake bank, opposite the entrance to St Luke's Church.

In 1913 Burlington decided to have a coat-of-arms and in June Council accepted the design of Miss Ariel Shapland (later Mrs. Hughes Cleaver). The old Burlington canal lighthouse appears on the crest with the words "Stand By."

In 1963 Dr. G. P. Gilmour of McMaster University reported on the proposed revision of the crest. The apple representing fruit growing and the heifer symbolic of animal husbandry replaced the erstwhile apple trees and barrel, and the strawberry. The simplified beehive signifying industry avoided a resemblance to the beehive on Hamilton's crest. The horizontal division of the shield suggests the three peaks, Flamboro Head, Mount Nemo and Rattlesnake Point. The new escutcheon was sketched by John Arculus, Toronto, an heraldic artist and the finished device executed in ceramic by Joseph Ganse, a Burlington artist. It is much admired by those passing the Civic Administration Building on Brant Street.

Over the years the village had annexed bits and pieces of adjoining territory and by December, 1914 was large and populous enough to be declared a town by the Ontario Railway and Municipal Board. During the first busy year of town status, Council sometimes met twice a day.

In 1919 the Council was composed of Mayor Dr. T. W. Peart and Councillors Taylor, Kerns, Blair, Gray, Leitch and Page. Violent debates early in the new year culminated with the resignation of the mayor, deputy reeve and four councillors, leaving only Reeve Cleaver and Councillors Blair and Page. No mention of a new election is made in Council minutes but the entry of February 7, 1919 reads, "Present were Mayor Smith, Reeve Cleaver, Deputy Reeve Bridgman and Councillors Allen, Jarvis, Blair, Page, Trafgar and Hobson."

By 1920 the town was showing signs of stretching out and planning seemed in order. The Industrial Committee urged that immediate steps be taken to protect the residences of the town from unnecessary encroachment of commercial buildings. Certain streets were designated residential only. On November 21, 1921, Council decided to adopt a planning scheme and the town clerk was instructed to write to the government expert for data.

For some time after 1907 the town clerk had his office in the Brant Street library and acted as librarian. Court was also held there as well as Council meetings. Three years after the town assumed full ownership of the library building under this shared accommodation arrangement, the library moved into headquarters on Elizabeth Street, in the former home of Dr. A. H. Speers. This move was timely since both the library and the town needed more space and the electors had just voted down a request from Council for $200,000 to build a new municipal building. The old town hall on Elizabeth Street was sold by the town to the Boy Scouts and the police and fire services were located elsewhere.

This old building had been erected by the Sons of Temperance who sold it to the village in 1853 for $500. The only stipulation was that the Sons might still use the hall one night a week free.

DETECTIVE TOM OLIVER WITH
THE STOLEN TOWN BELL — RECOVERED

THE TOWN BELL

A reminder of the Burlington of other days is the bell which stands alongside the library. When the bell tower was removed after the Boy Scouts took over the building, the bell was preserved. Its history is interesting.

It was ordered by Council in 1894 to be used to summon volunteer firemen. It was later decided to use it as a town bell to be rung at 7 a.m., at noon, 1 p.m. and 6 p.m. To avoid confusion the bell was pealed faster for fires and at a more leisurely rate when tolling the hour it was announcing.

James Powell was engaged to ring the bell for $50 a year. A succession of bell ringers followed and in later years the job was added to the duties of the town hall custodian. One of the last bellringers was Arthur Turcotte who lived at Elizabeth and Maria Streets.

On June 2, 1916, with neighbouring municipalities adopting Daylight Saving, Council decided Burlington should keep in step and do the same, commencing at 9 p.m. June 4. Bell ringing times were to be changed accordingly. Opposition to the idea arose and by Monday, June 26, the bell, at any rate, was back on Standard Time!

After being taken down in the fifties, the bell was stored at the Boy Scout camp on Twiss Road north of Lowville. One night it was stolen but the loss was discovered right away and the police notified. An officer on patrol that night noticed a car weighted down pretty heavily and forced it to stop. There was the bell!

It sat behind the Works Department building for some time until a fund was raised by the late William Gilbert, chairman of the library board for many years. With this financial assistance the bell was enshrined by the side of the library in 1962.

TOWN HALL

Again the growth of Burlington made it necessary to think of more commodious town offices. Did the town need a new building? Should it own one or rent space in a building which could be erected on the old cannery site at the foot of Brant Street? If a town hall were to be built, where should it be? [illegible] on the Guelph Line where many people believed the centre of the town inevitably would be, or on Brant Street as proponents for "revitalization of the core area" argued that it should be? The Great Debate was on!

After prolonged deliberation, Council decided that the town had a future so promising it should own its own administration building. The town property on Brant Street was agreed on as the site. When the new civic structure was ready in November 1964, it was the first time since amalgamation in 1958 that all municipal departments were under one roof.

Designer of the new building was George L. Schneider. The lens-shaped structure has a "floating" council chamber jutting out from the main eight-storey building, at the second-storey level. Eaglewood Construction Co. of Hamilton was in charge of the construction. The total cost was just over $857,000.

The prediction by the mayor, Owen Mullin, that the new building would "make Burlingtonians out of the people of Burlington" was a worthy objective beyond a doubt. The structure is indeed a striking addition to the core area with its fountains and landscaping forming an oasis in the commercial setting.

The orderly development of any municipality is due in no small measure to the effectiveness of its public servants, elected or appointed.

M. C. SMITH
Mayor 1915-16, 1919

L. F. BERRYMAN
Mayor, 1965-66

L F Berryman

Over the years from 1873, countless men and women have guided Burlington's affairs. While only some can be mentioned, all have the satisfaction of knowing they played a valuable part in the community's growth.

The first reeve was John Waldie who was succeeded by William Kerns in 1879. Mr. Kerns served from that year to 1882 and again in 1899 and from 1900 to 1905. Other reeves were R. G. Baxter, 1883 to 1886, James Mortimer, 1888, Thomas Atkinson, 1892 and 1894, William Richardson, 1887, 1891, 1895, 1896, 1897, E. H. Cleaver, 1898, George Allen, 1906 to 1908, and M. C. Smith, 1909 to 1914.

From 1915 on, reeves were still the town's representatives on county council but no longer the chief administrators. The office of Mayor was created when the village became a town in December 1914 and the first one was M. C. Smith from 1915 to 1916 and again in 1919.

F. D. Ghent was mayor in 1917, C. F. Coleman in 1918 and T. W. Peart for part of 1919. Hughes Cleaver was reeve in 1918-1919 and mayor in 1920. He was succeeded by J. J. Hobson for the next two years. Mr. Hobson was later town clerk from 1930 to 1935.

Elgin Harris, publisher of the Burlington Gazette, was reeve in 1921-22, and mayor in 1923-24. James S. Allen was mayor from 1925 to

CIVIC ADMINISTRATION BUILDING
ABOVE OLD TOWN HALL AND FIRE HALL

1928 Mayor for the years 1929-30 was Edmond Holtby and Lloyd D Dingle, Q.C. was a councillor in 1929-30 and mayor in 1951-52 J O Ryckman held the mayor's office in 1933 and F W Watson in 1934-35.

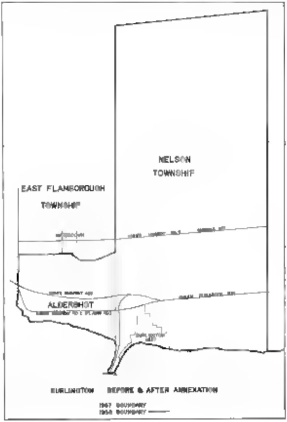
George Harris son of Elgin Harris and now a Justice of the Peace, was on Council in 1929 reeve in 1930-35 mayor from 1936 to 1939 and councillor again in 1951 52

J Gordon Blair present director of Business Development was a councillor in 1938-39 and mayor from 1940 1945 The mayor for 1946-47 was E. R. Leather and N R Craig from 1948 1950 Previously Mr Craig who now serves on the PUC was a councillor in 1933 1936 and 1944, and reeve from 1945 to 1947

E. W. Smith served as councillor from 1936 to 1944, deputy reeve from 1945 to 1947, reeve from 1948 to 1950, mayor from 1951 to 1956 and councillor again 1958 to 1960, a total of 24 years of service to the town.

John Lockhart, for many years principal of Central Public School, was mayor from 1957 to 1961. Owen Mullin served from 1962 to 1965 and Lloyd Berryman was mayor in 1966.

Among the clerks who served the town have been O. T. Springer, B. S. Hicks, Leonard Sykes, M. M. Bush and William K. Sims.


NELSON
TOWNSHIP
EAST FLAMBOROUGH
TOWNSHIP
ALDERSHOT
BURLINGTON BEFORE & AFTER ANNEXATION
1967 BOUNDARY
1958 BOUNDARY

11

War of 1812

The treaty that ended the War of American Independence in 1783 failed to provide a foundation for a firm and lasting peace between England and her former colonies. Ill feeling persisted between England and the new states and bickering over small issues eventually led to the War of 1812. Critical historians have differed since with the problems of the actual causes and winners of the war. In 1902 Woodrow Wilson in his "A History of the American People" said, "The grounds of the war were singularly uncertain."

Another opinion on the war that reached the Burlington area, was expressed by Professor A. R. M. Lower in his book "From Colony to Nation" in which he says "It was the most satisfactory war on record, in that both sides won it. The Canadians and Americans both report glorious victories. The British, who did most of the fighting, never heard of it and the one instrument which was responsible for the winning of that war, the Royal Navy, is never mentioned."

To order to try and sort out the events that did happen here during the War of 1812, it is necessary to go back to 1793, when the first Militia Act was passed at the second session of the first legislature of Upper Canada. It said that all males in the province from the ages of 15 to 50 must bear arms and that they must appear on demand once a year in the field, bringing a musket or fusil with six charges of powder and ball. This form of census taking, which kept track of the men in the area in case they were needed, actually turned out to be quite a social affair at the annual counting of heads.

When the Niagara District was set up, it ran to the Governor's Road (the present Highway No. 5) which during the ensuing war, was the only land route for soldiers and their heavy cannon and artillery between Fort Tecumseh in Windsor and all points east. Men living in Ancaster, Barton and Saltfleet Township were enrolled in the 5th Regiment of Lincoln Militia and men in Nelson Township were enrolled in the 2nd Regiment of York Militia.

The Militia was not an effective instrument of war and this was well realized by the British military authorities. When Major General Sir

Isaac Brock became Lieutenant Governor in the fall of 1811 an effort was begun to infuse some form of military training. Brock knew well that a trial of arms would come sooner or later with the United States and in January 1812 he organized the flank companies consisting of one Captain two Lieutenants, one Sergeant a drummer and 35 other ranks. They included men of proven loyalty who would come out immediately in an emergency The 5th Lincoln and 2nd York Militia each had two companies and both were raised at the same time early in 1812

The war with the U.S. broke out on June 18, 1912, and the flank companies lived up to Brock's expectations They turned out immediately and were concentrated on the Niagara River line stationed at Queenston. These soldiers had no equipment and no uniforms Officers did have uniforms bought out of their own pockets but the men were dressed simply in homespun, carrying blankets but in many cases no muskets

Brock was able to outfit these companies from the stores at Fort George but all they received were the white cross belts, a cartouche box on the right and the bayonet on the brown brass flintlock musket

Militia from Nelson Township took part in a daring manoeuver proposed by Major General Brock In August, 1812 he decided to strike at Fort Detroit, which had been conceded to the Americans at the close of the Revolutionary War This was a very daring thing to do as Brock had very few troops on the Niagara Line and Detroit was a strong fortress

However Brock left York on August 7 and came by boat to the head of the lake He disembarked at Burlington Heights and rode overland to Long Point where he picked up 40 regulars and 260 militia, including Captain Samuel Hatt's special company of volunteers from the 5th Lincoln and 2nd York Officers with Captain Hatt were Lieutenant Robert Land and Ensign William Chisholm who served with 2nd York To augment his small force Brock counted on picking up the 41st Regiment who were concentrated along the Detroit area and be counted on support of Tecumseh and his Indians The American General Hull who was terrified of an Indian massacre (although he had more guns than Brock and just as many men) surrendered Detroit without a shot being fired on August 16 1812

One result of this action was that Brock received a knighthood for it but he never knew it. The dispatch about the capture of Fort Detroit reached London on October 6, and Brock was killed on October 13 at Queenston Heights. He was never addressed while alive as Sir Isaac.

Some men from this area who fought these battles were Richard Beasley from Burlington Heights Jean Baptiste Rousseau who had been interpreter for Joseph Brant, Captain George Chisholm who had settled on the north shore of Burlington Bay in 1794; Richard Cockerell, a tutor of John Brant; William Bates, a sergeant in the Queen's Rangers who had charge of the King's Head Inn on Burlington Beach; and Lieutenant-Colonel William Johnson Kerr, son-in-law of Joseph Brant.

In May 1813, the Americans mounted a determined offensive in the Niagara area. As a result, Fort Erie was abandoned and Fort George fell to a combined assault by land and by sea. The senior British officer, Gen. John Vincent, was sent in retreat around the head of the lake to Burlington Heights (Hamilton). In an effort to smash this force that had escaped, the Americans sent out companies of infantry, artillery and cavalry. To quote a plaque at Burlington Heights, commemorating the resulting Battle of Stoney Creek: "From these heights, Lieutenant-Colonel John Harvey set out with about 700 men on the night of June 5, 1813, to launch a surprise attack on an invading United States force of some 3,000 men camped at Stoney Creek. The rout of the troops commanded by Brigadier General John Chandler under cover of darkness in the early hours of June 6 is generally credited with saving Upper Canada from being overrun by the enemy." Harvey was knighted in 1824 and served in high posts in the Maritimes after that.

Following the spectacular success of the British at Stoney Creek, Burlington Heights (the plateau between Dundurn Castle and the High Level Bridge in Hamilton) became the advanced base for the army operating in the Niagara Peninsula, taking over from Fort George, and it took on a great tactical importance. The two areas in Upper Canada which had the greatest bearing on military advance from the spring of 1813 to the end of the war were Burlington Heights and Kingston, where the dock yards were situated.

In July 1813, American Commodore Isaac Chauncey decided to make an attempt on the Heights and destroy it. He sailed from Sacketts Harbour and put in at Fort George on July 27, taking on board 158 regulars. He couldn't sail on that day because of a calm, but he did appear off the Burlington Beach strip on the evening of July 28, coming to anchor near the shore of what is now Burlington.

The following morning it was the duty of young Lieut.-Col. Winfield Scott's U.S. force to make a reconnaissance of the Beach and examine defences on the Heights. The British heard of this movement and sent out urgent messages to Colonel William Claus of the Indian department to gather together as many Indians as he could from the Grand River area, and march at once to Burlington Heights.

Captain John Brant, chief of the Six Nations after his father's death in 1807, gathered his warriors and they walked across country or travelled by water where possible in their birch canoes. The Indians were once again proving their loyalty to the British by assisting in the major battles of the war.

The garrison at Burlington Heights was very slim at that time with only about 150 men, but when the Indians arrived the next day plus further reinforcements from militia at Chipmans Corners (now St. Catharines) a formidable garrison was there to confront Lieut.-Col. Scott when he arrived. Scott reported back to Commodore Isaac Chauncey that there were seven guns overlooking the Bay and also the distressing news that the channel leading into Burlington Bay was too shallow to bring in the large ships for the planned attack.

Chauncey's fleet consisted of two ships, one brig and eleven schooners. When Chauncey got this report he had to weigh his chances. He could lower his long boats and have his soldiers row across to the Heights but they would be under the fire of that formidable battery that Scott had reported, and his own guns from the fleet couldn't reach that far. Chauncey decided against such a suicidal course of action.

Again, the Americans could land, march around the bay and attack the battery on the Heights from the rear. This however would have left Chauncey's fleet unmanned outside Burlington Bay and there was a British squadron lurking somewhere in the lake. After weighing these odds, Chauncey decided not to attack the Heights. Instead, he reassembled his force, pillaged Fort York which they had previously burned out, and went back to Sacketts Harbour.

The incident gave the local garrison such a scare that it never left itself with so few men again. The war brought great hardships to the people in Upper Canada with dislocation of their lives, their commerce interrupted and their farms and livestock neglected. It was not the same war at all as that encountered in the Maritimes and in Quebec where privateering and profiteering were carried on.

The third incident involving this area in the War of 1812 was a naval action later called the "Burlington Races". The British squadron on the lakes was commanded by Sir James Yeo, who arrived in Kingston in early summer of 1813 as senior naval officer of all ships of war on the Great Lakes. Opposing him on the American side was the same Commodore Isaac Chauncey who had created a fleet starting with only two ships, after being ordered by the Secretary of the U.S. navy to dominate Lake Ontario and Lake Erie.

Sir James' orders at the same time were to seek out and destroy the American squadron and also to keep the land army in supplies. He soon found he had his work cut out for him.

The two fleets met in action in September of 1813. Sir James had landed supplies at the head of the lake and returned to York. The next day the American squadron of 11 ships appeared off shore and against this force Sir James mustered two corvettes, a brig, and three schooners. The Americans had more and heavier guns and, while staying out of

range, battered the British squadron without having a shot fired near them in return.

Although Sir James was out-gunned and out-ranged, he put out to give battle off the present Canadian National Exhibition grounds at Toronto. Just after noon Sir James broke off the action because his ship had suffered severely and a gale was coming up. The rest of the American ships were beginning to arrive so he decided to make a run for it to the head of the lake. This was referred to later by the British sailors as the "Burlington Races."

About five o'clock in the afternoon, riding the high water that was raised by the storm that day, the British entered what is now Hamilton Harbour, through a narrow channel near Brant House. Once inside the bay, Sir James' problem was to get out again, without Chauncey blocking him. Damages were repaired, and British casualties totaled five dead and 13 wounded.

Meanwhile, Chauncey had found shelter at Fort George. On October 2, he sent over a fast sailing schooner to see if Sir James was still at the head of the lake. The bay was empty. The British had sailed out again into the lake and headed for Kingston, where they licked their wounds and repaired their damaged ships.

During the War of 1812, Dundas Street (No. 5 highway) was an important artery of troop movement and a drill hall was located north of Nelson Village crossroads where the troops assembled. The 1st Halton Rifles drilled in one of the fields later belonging to the Ireland family. Capt. Joseph Ireland came to Canada with the British army, and served as Quartermaster in charge of the supply line along Dundas Street. Many a loyal soldier was given property after the war and some of them settled around Nelson. Two of these were Captain Ireland and Captain Joseph Birney.

The Six Nations Indians who had served the British cause, received gifts of provisions for their part in the war. After truce was declared, many Indians stopped hereabouts on their way back to the Grand River, and an army officer's report stated that he was ordered "to accompany the Six Nations to their homes and in so doing, to lose no opportunity of annoying the enemy." After rewarding them with supplies he "then caused the issue of provisions to cease at the Mohawk Village (except to the families of men killed in battle or disabled by wounds), the people there being more in condition of helping themselves than those who had fixed temporary wigwams in the neighbourhood of Burlington and Dundas."

These temporary wigwams had been erected in 1813 when the Indians had become worried about the course of the war. They abandoned their homes at the Grand River and came down to the head of the lake. A report of the day mentioned the "Indians encamped at the Beach in the rear of Mrs. Brant's."

12

Impact of Two World Wars

In the waterfront park opposite the entrance to St. Luke's Church stands a statue of a World War I soldier facing the traffic on Lakeshore Road. When first erected, the monument stood in a setting of trees and park benches further back from the later widened highway. Every year on Armistice Day services have been held there and Tom Waumsley annually played the Last Post for many years.

The monument was unveiled by Lord Byng of Vimy, the Governor General, on April 10, 1922, after long planning by the Memorial Committee of Burlington. Carved in stone beneath the statue are the 38 names of local men who fell in action and a list of places where they fought, places such as Ypres, Somme and Vimy Ridge. In honour of the men and women of Burlington and Nelson township who made the supreme sacrifice in World War II there is a plaque on the same cenotaph bearing 44 names.

During the first World War 300 men volunteered from Burlington and many of them drilled in the shed at Locust and Water Streets, the present site of Brant Chrysler Motors. Recruiting took place at the Village Inn on the opposite corner.

The first Burlington contingent to go overseas left town on August 17, 1914, marching up Brant Street to the Freeman Station led by James Dick's bagpipes. This was the 20th Lorne Rifles Battalion. Following further training at Valcartier, Quebec, the contingent went overseas.

Many families in town have treasured snapshots from the days of the Great War similar to the collection of R. J. M. (Bert) Allen. Included is a picture taken on Brant Street showing young boys curiously examining a tank of the Eaton Armoured Battery as it passed through Burlington.

An oft-told story in town concerns some troops quartered at Niagara who began a march to the Toronto Exhibition grounds. On the way they camped overnight at Winona, went through Burlington the next day and camped north of Bronte. It took the regiment two weeks to complete the march so a battalion came through Burlington daily for a fortnight. Their system of communication was by heliograph or signalling glass and in Burlington the tower in the Methodist Church on Elizabeth Street was used.

EATON ARMOURED BATTERY — 1917

The first battalion to reach town broke ranks on Ontario Street between Burlington Avenue and Locust Street. Camp cooks set up equipment and the men sat along the curbs to eat lunch. They were supposed to fall in again at 2 p.m. but the hotels on Brant Street looked too inviting to the thirsty men. The commanding officers had such difficulty getting them back into line that the next day and every day thereafter the regiments were marched through Burlington without a halt being made. George Bridle, a Burlington boy, was with the Bantam Battalion and he got a big hand from bystanders.

They were welcomed at the Pettit farm halfway between Freeman and the Guelph Line and the ladies of Burlington sent out pies and coffee. During the two weeks, 1200 pies were carried to the lunch stop by high school boys.

During World War I, women helped with Red Cross work and the Women's Institute assisted the Queen's Canadian Hospital Committee. This was a group of Burlington girls in their teens and twenties who met in the library to knit for the soldiers and make bandages.

In 1915 a Home Guard unit was formed and the men improved their marksmanship on an indoor rifle range. Burlington and Nelson councils approved expenses in aid of wives and families of enlisted men faced with rising living costs.

Early in 1918 when the peace seemed imminent the Soldiers' Aid Commission asked council to form a branch in Burlington to help place returned soldiers in employment.

After peace was declared on November 11, Burlington council recorded a resolution of "our very great gratification upon the termina-

tion of the greatest war in the history of the world and of the overwhelming success of the allied armies." They expressed appreciation "to our Canadian boys and the memory of those who have fought and fallen in the interests of democracy and the cause of right who will not be forgotten.

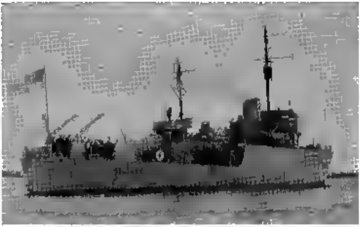
Council then recommended a permanent monument and showed appreciation to the pastors of local churches for the public Thanksgiving services held at the Methodist Church (now Wellington Square United Church) on November 15.

An amusing incident occurred during the war days. When news got around that the first local boy returning from the Front (his nickname was "Slick") was expected on the evening train, the townspeople made ready. The Citizens' Band assembled and a procession started off to the station at Freeman. The young veteran who had had his scraps with the local constable before joining the army, seeing the torchlit parade coming up Brant Street, thought a posse was coming to get him. The welcoming committee had to reassure him and it was a startled young fellow who rode victoriously down Brant Street with Mayor M. C. Smith for a rousing welcome at Gore Park. It took the young man a week to regain his composure before resuming his old place in front of the pool hall.

As the rest of the servicemen gradually returned home, receptions were planned for them and a picnic and turkey dinner held. A military hospital had been established by the government at the Brant House during the war and the soldier inmates were not neglected.

Returned men soon formed a local branch of the Great War Veterans Association, forerunner of the Canadian Legion. Several meeting places were used by the G.W.V.A., the first being a room over Kerns' store on Water Street across from the present bus terminal.

BURLINGTON VOLUNTEERS 1st CANADIAN CONTINGENT—AUGUST 1914



H.M.C.S. BURLINGTON—DEDICATED SEPTEMBER 10, 1941

Membership soon outgrew these quarters and the old Episcopal church building at the corner of Elizabeth and James Streets was bought. The building is the present headquarters for the Sea Cadets. Tom Wrumaley was the first president of the Great War Veterans' Association.

In 1926 Canadian Legion, Post 60, received its charter. A chronicle of the town in 1927 mentions that "Military interests are represented by a Company of the Halton Rifles and a section of No. 14 Signal Company."

On September 10, 1939, Canada again was at war with Germany and more than 600 men from Burlington joined the armed forces.

Thayendanegea Chapter, I.O.D.E. called a meeting of representatives of all women's organizations in town to plan their war work and Mrs. W. Weaver was appointed chairman of the women's work for the Red Cross.

Victory Loan Rallies held during the war saw Burlington meet its quotas substantially.

A unique ceremony was held on September 10, 1941, at Lakeside Park. A new navy minesweeper, H.M.C.S. Burlington, was dedicated as it lay anchored off the shore.

H.M.C.S. Burlington left Dufferin shipyards that morning with her commanding officer, Lieut. Commander Fricker, Hon. Angus E. Macdonald, Minister for Naval Affairs, Hughes Cleaver, M.P. for Halton, and several school children aboard and arrived at Burlington by noon.

The landing party was welcomed by Mayor J. Gordon Blair and the entire crew of the ship were declared honorary citizens of Burlington. School children sang a special song, "H.M.C.S. Burlington" written for the occasion by T. Reginald Sloan.

The Hon. Angus Macdonald spoke, a guard of honour was inspected, gifts were presented by townspeople and Rev. G. W. Tebbs dedicated the fine new ship in a solemn ceremony. It was a big day for Burlington.

Festivities continued at the Estaminet that night with all the town's dignitaries and ship's officers present and the toast to H.M.C.S. Burlington was proposed by W. J. McCulloch. Chairman John Wilkinson introduced his hard-working committee: Reeve John Blair, E. W. Smith, W. J. McCulloch, E. D. Lucas, M. M. Bush, Mrs. T. J. Hedley and Mrs. A. W. Milligan.

The townspeople? They spent the evening in gay street dancing and bingo.

One of the most active organizations in town was the Burlington and Nelson District War Services Committee, inaugurated in September, 1942, with executive A. A. Allen, H. A. Cozens and Mrs. T. J. Hedley. By May, 1946, 2,115 parcels had been mailed as well as over 300,000 cigarettes. This was a community project and all social and church groups participated. At one time there were more than 400 servicemen from Burlington and district overseas.

A parachute factory was built and many people, mostly women, found work there. An aircraft accessories plant was opened and ammunition boxes were turned out at Nicholsons.

An Air Cadet squadron was established to train boys who could take their places later as aircrew in the R.C.A.F. After the war, membership dwindled but Squadron No. 715 was later re-organized under the sponsorship of the Civitan Club.

Many "old country" boys visited in local homes from the R.A.F. camp at Mount Hope. Several of them married Burlington girls who returned with them to Great Britain after the war.

Germany surrendered May 7, 1945, and the people of Burlington went wild. Bells rang, whistles blew and the town's churches were packed with grateful and prayerful people. When V.J. Day came on September 1 it seemed like an anti-climax.

After the street parades and thankful prayers, Burlington waited for its servicemen to return and mourned the ones who would never come back.

Walter Cone was in charge of the welcoming committee who met the trains carrying returning ex-servicemen no matter what hour they arrived. After V.J. Day the town gave a rousing Welcome Home Dance for all district servicemen and women and their wives and sweethearts.

A special welcome was extended to about 50 British war brides who were presented with boxes of Canadian apples.

Postponed peacetime projects were launched with enthusiasm and Burlington began to grow and prosper as never before in its long history.

The Canadian Legion was expanding with the demobilization of servicemen and in 1947, when Charles Gates was president, a larger building was purchased. The membership increased from 65 to over 200. Headquarters remained on Water Street at the foot of Elizabeth Street until the new hall was completed in 1959 on Legion Road. Mayfield School for Retarded Children was later built across the road on land donated by the Legion and the school has become the veterans' main project. Branch 60 was given the name of Vinton Memorial Branch in 1951, in tribute to the late N. R. Vinton, a former president.

TOP: BETHEL CHAPEL. LOWER: KILBRIDE UNITED CHURCH

13

Kilbride

In the early settlement of Nelson township, one thing was of primary importance for the growth of business and industry: water power. Beside the streams which fed the Twelve Mile Creek and snaked down across what is known as north Burlington, small villages grew up—small by today's standards, but from 1855 to 1870 comparatively thriving communities. Kilbride, Cumminsville, Willbrook, Lowville and to the south east, Zimmerman, were all on the Twelve Mile Creek and its tributaries. Flour mills were established first, and, later, lumber and grist mills. Steam was developed for factories and eventually each community became self-supporting with stores, blacksmith shops, churches and homes.

Kilbride, Cumminsville, and Willbrook or Dakota were all within about a mile of each other and seven or eight miles from Milton. The first settlers had little time to leave written records behind and few of their descendants are left to tell their stories. One of the first settlers in the area around Dakota was Thomas Simpson, a veteran of the Napoleonic Wars. In the reign of King George IV, he was given a Crown grant of 100 acres of forest. He built a log cabin there and began clearing land. He combined in his skills all the knowledge necessary for survival as a pioneer. He tanned deer skins and made shoes for his family. He carded and spun wool, wove and knit it into cloth mitts and socks, and with scissors and needles fashioned all his family's clothing. The Simpsons became successful farmers owning the first horse in the vicinity. Mrs. Simpson was the first woman to sell produce on the Hamilton market, going all the way on horseback. It is also said that the Simpsons with their enthusiasm, encouraged the erection of the first church in the vicinity on the site of the Nelson Presbyterian Church.

In 1830, the Hunt brothers, later of Carlisle, were said to have purchased 200 acres of land near Kilbride for 12 shillings six pence an acre. The George Harbottle home on a Crown land grant was once the local court house and Mr. Harbottle was the local magistrate who performed weddings in the homes. John Harris was also a local magistrate for many years.

The village of Kilbride was laid out by Francis Baker and William Panton sometime around 1850. Mr. Panton was born in Ireland in 1806 and emigrated to Canada in 1834. He settled on a farm in Nelson township and after spending some time in the Niagara district as Public Works Inspector, he joined Mr. Baker in a milling and lumbering business. Together they laid out a village and nostalgically christened it Kilbride after a town Panton remembered in County Wicklow, Ireland. Panton and Baker (now Kilbride) Streets were named in honor of these fathers of the village.

Lumbering gave Kilbride and neighbouring villages prosperity and when the forests were finally exhausted, this prosperity carried business along for awhile.

Kilbride's local emporium for many years was the department store of T. L. White. The original store burned down and was replaced by a bigger building. In the new store a staff of five clerks in the grocery department alone served the customers. Barrels held supplies of sugar, salt, molasses, syrups and oils. The meat shop was always filled with choice meats which Mr. White bought directly from the farms. The busy millinery department was at the back of the store and upstairs the tailoring department managed by Charles Thompson employed five men and eight women.

Kilbride in the late 1870's had a population of several hundred with plenty of work for everyone. Up the creek to the north of the village stood a large woollen mill owned and operated by William Montgomery. There was a tin shop, a cooper shop and a drug store owned by Dr. Beattie. This was later purchased for a harness shop and was eventually converted to a garage. Another general store was operated by Donald McGregor, then James Tweedle and John Harris. Just as, incongruously, the drug store became a harness shop, so this general store became a Gospel church and later a residence.

Blacksmiths kept busy were Charles Harris, John Greenlees, Bob Burton, Jack Small, A. Page and Bert Cartwright. Opposite T. L. White's store was the hotel owned by Frank Mills and later by Charles Rasberry. After it burned down a new building was erected on the site, not a hotel but a wagon-maker's shop operated by Joshua Worthington. During the First World War, this was purchased by Carey Brothers who equipped it as an evaporator for summer produce. William Mitchell owned a service station and refreshment booth and was loved by the village children for his generosity. Harvey Henderson was also happily remembered; he served as town constable for many years.

Kilbride Community Hall was Salem Church which in 1905 was moved to the village from Walker's Lane and used for a time as a butcher shop. The community purchased the building and it now serves as a recreation centre.

Mail came from Milton to Kilbride. Charles Rasberry was mail driver for 35 years living in Kilbride and driving mail to Hamilton It is said he never missed a day or took a holiday in all those years except the day of his marriage Lowville was later brought into the route and deliveries were made by stagecoach John Duncan the chief driver used four or five excellent road horses for the trip The coach was always full of people, parcels and boxes, but it was a happy load and drivers, including Frank Featherstone and Frank Robertson were good natured and obliging

Robert Rasberry son of the early mail driver owned one of the first automobiles in Kilbride a 1911 model with a handsome brass front.

The history of Kilbride area was gathered by a church centennial committee of Kilbride United Church in 1960 Older residents of the district contributed their memories, and those of the late Mrs. Bertha Harbottle were of especial assistance to committee members Gertie McArthur Florence McDonald, Marion Cartwright William Pickett, James Ayton and Laura Dixon

Early records of the religious activity in the village are scant. The Cumminsville Bible Society which began on May 9 1854 drew residents of the area to its meetings, but even before this in 1846 a Presbyterian Church under the branch of the Free Church of Scotland began as a mission with Rev W McLean of Waterdown and Wellington Square in charge Grounds for the now unused cemetery were purchased in 1848 from James Harris before Kilbride was laid out and were deeded to the Presbyterian Church of Cumminsville. A pastoral charge was formed in 1855 and in 1856 the church was built east of Kilbride on property purchased from the Day estate The manse stood beside the church which was closed in 1940 after 84 years of Christian service

A few of the familiar names connected with this church are McClure Corlett Wilson Fraser, Agnew Labourne, Duncan Pickett Clugson, Hewson Small Turnbull, Nixon Harris and Dixon. After 1948 a number of families joined with the United Church in Kilbride while others joined Campbellville and Milton churches.

Four years after the founding of Kilbride Presbyterian Church Kilbride Methodist (now United) Church was built in 1850 on land donated to the church by Mr and Mrs George Harbottle Sr The deed is preserved at the church and, although faded can still be read. The signatures include George and Rhoda Harbottle William Galloway Robert Simpson Thomas Galloway and William Harris and witnesses John Mathews and Francis Baker Robert Simpson made and donated the church's pulpit and William Bousfield who owned and operated a saw mill in Tally Ho supplied timbers and siding

By this time services were being held in Bethel Chapel In 1853 land on the south side of No 5 Sideroad west of Cedar Springs Road had been deeded by John Prudham to the trustees. Mr. Prudham's homestead south of Kilbride had been a stopping place for itinerant ministers. It was quite usual for him and his wife Elizabeth to carry their children over the forest trail and across streams, over fallen logs to Collings Church in Lowville to attend service. Mr. Prudham and Mathias Canon both of Nelson, along with Jonas Volick, Andrew Davidson and Richard Volick were the original trustees of the small church of the Methodist New Connexion called Bethel Chapel. The union of existing Methodist bodies caused Bethel to close about 1874 but a committee of trustees was appointed to care for the grounds and cemetery.

Local ministers still conduct an annual service at Bethel which is believed to be the last church of the New Connexion still in existance. The historic place of worship has an unusual pulpit with doors on each side of the minister's bench. The antependium, though worn, retained its colour for many years and added dignity to the pulpit with its padded top and heavy fringe. The seats were sold appropriately for use in the Kilbride Community Hall which itself was a former church.

By 1876 Kilbride United was on a circuit with Lowville, Salem, Bethesda (on the Trafalgar town line), Mountain, Nassagawaya and Davidson's. In the graveyard of Salem Church on Walker's Line lie Mr. and Mrs. Hamilton Bennett. Mr. Bennett was a local preacher who served for 50 years in the Lowville circuit. All seven appointments contributed to the salary of the minister and his assistant.

Sometime about 1878 the congregation of Kilbride United Church decided to re-establish itself in a more central part of the village. Hall Gunby and a Mr. Curliss, who had equipment for moving buildings, and the men of Kilbride went to work in bees. James McNiven, George Harbottle and George Bennett supplied oxen and the building was put on skids and hauled to its new foundation. The vestry was torn down and the present Sunday school was later erected. A gala re-opening ceremony was held for the church and at the tea held the next evening donations were given that completely paid the church debt.

The cemetery still remains by the first site of the church and is another of the old burying grounds that have been taken over by the Town of Burlington.

Over the years countless devoted church and community workers have come and gone. Mrs. Charles Peer, who taught Sunday school girls at Kilbride United, superintendents Charles Peer, W. W. Forster, Frank McNiven, A. J. Harris and Charles Prudham, and local preachers George Harbottle and John Hollingsworth.

Dr. H. R. McDonald established his medical practice in 1925. Before the turn of the century the medical practitioners were Dr. A. C. Jones and Dr. G. C. Carbert.

One of the first schools in Kilbride was in the frame home of John Harris who was the local magistrate for a number of years. A log school house once stood on the Coulson homestead, north of the village on No. 10 Sideroad. The earliest record shows that in July 1855 William Panton and Francis Baker deeded lot 27 on the present Kilbride Street to the trustees of School Section No. 11 Nelson who later bought lots 28 and 29 as well.

Although there is no date on the building it would seem that the sturdy two-story stone school was constructed in 1879 since it is on Lot 29 purchased that year. The school yard shared in the many trees planted throughout the village by Charles Rasberry and T. G. White over 70 years ago.

The first teacher was W. R. Watson who taught until December 1881. Although there were two classrooms in the school, the 1885 teacher, Mr. McCorrigan, had 90 pupils in his care. Attendance decreased at the turn of the century and one room was closed.

In 1902 summer vacation was in July only and in 1905 the first two weeks of August were added. There were other holidays such as on December 16, 1903, when the school was closed while the teacher went to the city to help buy Christmas presents for Sunday School pupils. Other closings were more essential. From November 14 to 20 in 1906 the closing was for repairs and from October 21 to November 18, 1918, Spanish influenza shut the doors.

On his appointment in 1938, Halton county's school inspector L. L. Skuce, tried to interest trustees and ratepayers in the formation of school areas, in line with the re-organization into larger areas of administration throughout Ontario. There was much opposition, particularly in Kilbride. In 1943, Nelson township council voted in favour of including the 15 schools in the township school area.

Departures from former policy began to occur. Mrs. Jean Emerson was appointed the first music supervisor and the school board commenced supplying the pupils with work books and pencils. In September, 1945, home economics and manual training teachers were appointed to visit each school in the area. By January, 1949, the school population of the district had increased to such an extent that the upstairs classroom which had been closed for 58 years had to be re-opened.

Soon after the formation of the school area, a group of parents in the north of the township made an attempt to have a graded school built in the area. Many in Kilbride supported the graded school idea but wanted the school built in the village. Local township politics was at fever pitch as trustees and councillors, for and against, were voted in and out. Eventually, in September, 1954, the new eight-roomed Fairview School was opened a mile-and-a-half south of Lowville and four miles south-east of Kilbride.

Although the Board intended to close all the rural schools at this time, opposition was so strong from a group in Kilbride and the neighbouring Bell School Section that these two schools continued in operation and the parents were given the choice of sending their children to Fairview School by bus or allowing them to walk to the local school. The majority of parents who continued to send their children to the old stone school were those who, having attended it themselves, had an intense loyalty to it. The Board found it difficult to get qualified teachers for the Kilbride School and attendance decreased until in June 1961, when it was closed, there were only 18 pupils.

On January 1, 1958, Kilbride education came under the authority of the Burlington Board of Education. After this the population continued to grow and shortly a second graded school was required in the northern part of the area. In December, 1959, the Board purchased three acres from Eric McArthur and plans were drawn up for a new six roomed school. In September 1960, the new school was opened with 190 pupils registering.

In her study of old school registers, Miss Florence Meares, first principal of the new Kilbride School, notes that whereas few children went on to high school when there was no public transportation, today with free school buses the desire for higher education has markedly increased.

TOP: BELL SCHOOL. LOWER: KILBRIDE SCHOOL.

14

Cumminsville-Dakota

In 1855 Nelson township council passed by-law No. 83 "to open and establish a line of road between the villages of Kilbride and Cumminsville". Indeed the village of Kilbride was really a continuation of Cumminsville which had been founded by Titus C. Cummins. Sidewalks eventually were laid parallel to the mud road from the upper end of Kilbride, south to Cumminsville and the Dakota grist mill.

On the corner at Cumminsville was a general store successively owned by a Mr. Hawkins, Robert Hay and Robert Thompson. The Temperance Hall, above the store, was a frequent rendezvous and was used as a polling place for Ward Four, Nelson township. Here too was the office of the Montreal Telegraph Company, the only means of communication before the appearance of the telephone. Sandy Fraser was Morse operator and taught in the village school.

Sam Shouldice had a bakeshop and on the opposite corner stood a large hotel owned by Robert Thompson. It, too, served as a polling division at one time. The inn was licensed and since there were no restrictions for many years on the serving of liquor during elections which lasted several days, Thompson's must have been an exciting place to vote.

A grist mill was operated by Thomas Galloway. James Harvey was another miller. A saw and shingle mill was run by Abram King and later by Greenlees Bros. and by Thomas Dent. David Liddle had a turning and lathing shop and furniture by him, though 100 years old, is still in an excellent state, treasured by the Rasberry family. By 1877 Schooley and McCay were making furniture.

After 1847, William Panton, founder of Kilbride, was first postmaster of Cumminsville. Mail came from Hannahsville (Nelson Village) twice a week. There was the inevitable blacksmith shop, operated in 1877 by G. G. Greenlees. J. S. Jordon was a Cumminsville merchant, H. Leasley was the village tailor and doctors McGregor and McClure looked after the health of the community. The twin villages of Kilbride and Cumminsville each led thriving commercial existences. In 1877 Cumminsville had 200 inhabitants, the same as Kilbride.

The Cumminsville Bible Society was founded May 9, 1854. Meetings were held in the Temperance Hall at first and members of the first families of the district were active, including James Tyner, William Wilson, Thomas Galloway, William Montgomery, John Mathews, Thomas Stokes, James Ingles, F. Small, A. Wilson, John Haggin, Robert Simpson, F. Baker, John Small, John Robb, James Molyneaux, John Duffis, Joseph Lynn, John Prudham, William Gunby, John Agnew, William Harris, Charles Stewart and Thomas Small. The Society alternated its meetings between Kilbride and Cumminsville, and one entry in the minute book read: "The roads were very muddy, the night very dark, the assembly very small!"

Many residents of Cumminsville were employed in Dakota which lay immediately to the south. Here stood one of the first schools, Foster's, at the corner of No. 5 Sideroad and Cedar Springs Road. It was a log structure with benches on either side and a dirt floor. It was replaced in 1862 by Dakota Stone School, later named Cedar Springs, S.S. No. 10.

The old Dakota grist mill once served as a flour mill. In later years it was a saw and grist mill. Among the millers who operated there were Andrew Gage and Son, James Harvey, Daniel Smith, David Kirkwood, Thomas and Spencer Bennett, Charles Williams, Samuel Ecker, Clark Eaton, William Pegg and George Pegg and Son.

Dakota originally had quite a number of residents. A place called "Willbrook" is mentioned as having been at this location. It would appear that these two names are for the same small village.

By far the largest business concern in the entire northern section of Nelson township was the Canada Powder Company at Dakota. Operations were begun about 1854 for the manufacture of gunpowder and the mills were constructed with great difficulty. The powder press had been shipped by boat to Burlington Beach and moved on greased rollers to Wellington Square, then drawn on a specially built sleigh by thirteen yoke of oxen to the factory site miles back from the waterfront, on top of the escarpment.

In 1862, the company was purchased by the Hamilton Powder Company. In 1884 the mills were employing over 200 men, a large proportion of the male population of Kilbride, Cumminsville and Dakota.

In from the public road was the cooperage where the 25-pound kegs were made, a storehouse for empty kegs, the barn, and the manager's house where Edward Corlett lived. Over the Twelve Mile Creek which flowed through the mile long valley of the mill property was a bridge. On the other bank of the creek were housed the boiler and engine used when water power was insufficient. Here also stood five large frame buildings, widely separated among the trees in the lovely valley. Each building housed one of the processes needed in the manufacture of the powder and each was connected with the others by a narrow gauge wooden tracked railway, man propelled. A discreet distance away were the charcoal kilns fueled with willow wood from the company's bush.

The mills were operated by water power for which there had been constructed two dams, one upstream, the upper dam, and the other one situated close to the mill buildings, the lower dam. Several acres of water were constantly available needing only the opening of the sluice gates to rush through the mill race to set in motion the great water wheels in each building. The sluice gates were shut each night at closing time. By next morning water from the Twelve Mile Creek had formed a new pond for a fresh day's operations.

Gun and blasting powder were made of sulphur imported from Turkey, saltpetre brought from Chile, and charcoal. Sulphur and saltpetre shipments, transported by water, were teamed from Brown's Wharf in Aldershot, a distance of about 12 miles, to the Dakota powder plant.

When the C.P.R. was being constructed through the rocky terrain between North Bay and Port Arthur, the demand for blasting powder from Dakota mills was so great and so incessant that the factory operated 24 hours daily for several years.

Manager Edward Corlett, realizing the danger involved in the manufacture of explosives, stood for no carelessness. Women or boys were not employed. During the summer, men worked barefoot in the mills and were never permitted to wear shoes with anything but wooden pegs to the soles.

Each day at noon, in a field well away from the plant, a small brass cannon was used to test the strength of the powder. By such elementary quality control the ingredients could be proportioned as well as assessed.

October 8, 1884, was a cloudy overcast autumn day. At noon the employees left as usual for their lunch break, only a skeleton staff remaining. At 12.45 noon a mighty explosion rent the air, its reverberations heard as far away as Owen Sound and St. Catharines. The ground shook as though by an earthquake as the powder mills vanished skywards. People in Hamilton heard the blast and witnessed the huge mushroom of smoke lifting above the earth to the north east. Word soon spread that Dakota powder mills were no more.

Men ran from every direction to the scene, some on horseback, others with wagon loads of helpers. Four men, Heatherington, Murray, Tibbles and Calder by name, were killed instantly and another died later of injuries. Andrew Coffee was blown to the treetops and landed in the Twelve Mile Creek, suffering no harm other than loss of his false teeth which were found the following spring near the Lowville dam. A pall of shock and sadness descended over the countryside and relief organizations aided the bereaved families. A mass funeral service was held in St. George's Anglican Church, Lowville.

The cause of the disaster was never determined. The manager was in Cumminsville at the time of the explosion. No evidence of carelessness was discovered.

The mills were never rebuilt. Operations were transferred to the vicinity of Montreal, eventually becoming part of Canadian Industries Limited. The closing of the mills sounded the death knell for Willbrook, Dakota and Cumminsville. Men thrown out of work settled elsewhere and the countryside reverted to its former pastoral peace.

Edward Corlett stayed on at Dakota and bought the land from the powder company, building a profitable business from apple orchards. In 1885 land to the north of the powder mill site was purchased by W. D. Flatt who engaged in the timber business on this tract of virgin pine. In 1905 Corlett sold his land to James Tweedle who was succeeded in ownership by Donald McGregor and Charles Pridham. In 1924 Mr. Pridham sold to Mr. Flatt who was charmed by the natural beauty of the surroundings and envisaged developing it with the land already owned by him as a resort community.

By 1926, the first rustic cabins were offered for sale. More followed and by 1932 the desired maximum of 80 was reached. With Mr. Flatt's relinquishing personal control, Cedar Springs Community Club came into being with a golf course, bowling green, swimming pool and ski slopes making it one of the most desirable private recreational resorts in Ontario.

Where the ill-fated powder mill once stood, a barn had been built and this became the Cedar Springs community hall. Following Mr. Flatt's death, imposing gates were built at the entrance to the property in memory of the founder, whose enterprise had restored the valley to the lovely place it had been before tragedy struck in 1884.

THE DAKOTA GRIST & LUMBER MILL—STILL OPERATING—1967

15

Lowville

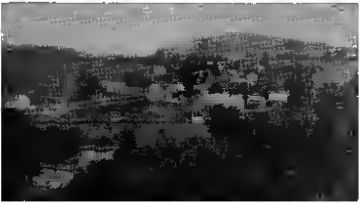
Southeast of Kilbride on the banks of the Twelve Mile Creek lies Lowville, the lowest point on the main road from Guelph to Lake Ontario. Some of the earliest arrivals there were John and Hannah Kenney and Rev. Daniel Pickett, a saddlebag preacher who settled in 1822. Mr. Pickett's daughter later recalled how as a girl in 1824, sent to help the Kenneys get settled, she carried a glowing coal between two sticks to start the fire in the new neighbours' fireplace.

In later years Mr. Pickett sold his farm to a Mr. Watkins, the father of T. C. Watkins, founder of the Right House in Hamilton. The Bradts were established at Lowville early in the 19th century. Albert Bradt traded a 200 acre farm in Caledonia for half as much property on the hills of Lowville and $100. It was on "Bradt's Mountain" at Lowville that a signal tower was erected during World War I.

Squire James Cleaver, a farmer and land surveyor, bought land in Lowville and built a grist mill on the Twelve Mile Creek. Squire Cleaver was a strong temperance man and his barn was the first to be raised without whiskey as an incentive. The mill, running 24 hours a day, provided plenty of work. Jabez Nicholson was believed to be the last miller to make flour at the old mill. A chopping business was set up later by George Robinson. Another important sawmill was that of John Readhead on Walker's Line south of Lowville.

A Mrs. Foster emigrated to Canada from Ireland in 1832. Her husband died on the ship and was buried at sea. She landed in the new world with her eight sons and two daughters, and with little means to support them. Mrs. Foster first located land in Hamilton but was persuaded that a lakeport was no place to bring up a family of boys, so she moved to Lowville. It is told that she would take a basket of butter on her head and walk to Hamilton to exchange it for groceries which she carried home in the same manner. Her son Henry was on Nelson township Council for 18 years and many of her descendants still live in the community.

Like other hamlets on the banks of a stream, Lowville's development was linked with water power. Once the first people had established



VILLAGE OF LOWVILLE— 873

their farms and a mill was built, a few industries were started and small businesses emerged to meet the needs of the villagers. The village consisted of parts of the farms of T. E. Pickett, Joseph Featherstone, and Squire Cleaver.

When the teaming of grain and lumber was an important means of livelihood, hotels were opened, nine between Burlington and Campbellville, and five in the Lowville area. McDaid's was at the foot of the hill, another was in Highville the name given the district above Lowville. Three more hotels were nearby.

Lowville had several industries at one time. The foundry owned by J. McLaren in the forties turned out everything in iron from pots, griddles, muffin tins, and smoothing irons, to stoves and farm implements. This business was owned by John Johnson in the late 1870's. Across from the foundry was a tannery.

Back of the foundry on the banks of the creek was Mr. Rumple's furniture factory which supplied the neighbourhood with fine furniture, some of which is still in use. Mr. Rumple, a native of Prussia, had a main factory with another building nearer the street for finishing and sales. Other businesses were a carpenter shop, a dressmaker, and a millinery shop run by a Miss Marsh of Dundas. This shop later became George Brade's harness shop.

Sometime between 1853 and 1858 Andrew Pickett built the general store and it is believed the first post office was there. Mr. Pickett also had a cheese factory adjacent to the store which did a thriving business. For several years he operated this store before leaving to make his home

in the United States. His eldest daughter, Anna, born in Lowville, was the mother of Harry Hopkins, advisor to President Franklin D. Roosevelt.

Mr. Pickett leased the store to Oscar Mackay. In 1868 the telegraph office was installed there, bringing the villagers more in touch with the outside world. It is believed the first mail route to Burlington which had been run by John Johnson was afterwards taken over by the Mackays. About 1875 the store was purchased by Thomas Langton and again the mail was linked with its proprietor who had the stage and mail route to Hamilton. The mail route to Burlington was discontinued and one was started to Milton.

At Highville, above Lowville, was located A. B. Culloden's general store, Miss Black's dressmaker shop and Klainka's tailor shop. Across the road was Emerson and McNair's blacksmith and carriage shop and J. Pembroke's shoe shop. A few years after Mr. Pembroke's death another shoe shop was operated by a Mr. Potchett in his home.

The trade of the blacksmith was a vital one before the advent of the horseless carriage, and Lowville had its generous share of "smithies" over the years, including Burkholder and Smith, Alex Mitchell and George Ramshaw.

The post office was moved to this upper part of the village and was run by S. Nixon who did double duty as a school teacher. Later, a general store was built by Isaac Featherstone on the front of his farm. About 1907 the Nelson Telephone Company began operations with head office at Lowville.

About 1875, through the influence of Robert Coates, the village schoolmaster, plank sidewalks were laid through the village, a new foot bridge placed across the creek and steps built up the hill to the upper town.

The first school house was built near the present church corner. Later a white frame school was built near the creek, to be replaced about 1885 by a stone school still standing in Lowville Park. The first school was called Barker's School House and was used for the first church services.

A story of an incident in the old school during a church service is told by the late Mrs. C. A. Prudham, who chronicled much of Lowville's history. After the church services the Bible was carefully wrapped in a white cloth and carried home by one of the parishioners to be brought back the next Sunday. Once when it was the turn of Mrs. John Thomas she took the good book home and the next week brought the parcel back and placed it on the desk. When the minister unwrapped it for the service in it was a block of wood. Mrs. Thomas sprang to her feet and, pointing her finger at one of her sons said, "George, this is your work!"

A number of young men of that generation became ministers. Rev. James Masson was ordained and preached his first sermon in Barker's

School House From the first real church built on the site of the later parsonage went forth Rev Joseph Colling Rev Thomas Colling, Rev Solomon Cleaver D D Rev Joel Pitcher and Rev T Webster Pickett.

After holding services in the school for some time, the Colling family decided to build a Methodist church. It was not long before Collings Church opened its doors to worshippers. This church belonged to the Nelson circuit which was formed in 1832 embracing what is now Halton county and extending north to Erin and east to Toronto township *The Christian Guardian* of January 19 1853 reported 'The first missionary meeting of Nelson circuit was held Monday evening last in Collings Church There were only two circuit missionaries and meetings were held whatever day one of them arrived In 1855 the old "Collings" Church" was re named Lowville Methodist Church and made a pastoral charge along with Davidson s By the late 1860 s settlers were coming into the area in greater numbers and by 1871 the church was found too small

Once more a member of the Colling family Thomas Colling donated the land and the new church was opened in 1875 with Rev Robert Bell the first minister being paid $450 per year First Sunday School superintendent was John Foster

In 1878 the circuit parsonage was moved to Lowville from Kilbride and again Thomas Colling donated land on No. 5 sideroad for a permanent parsonage He made one stipulation The new building was not to obstruct the view from his home of the church s front steps. The ornate ten-room parsonage was almost completely built by parishioners who hauled stone and sand When it opened in 1884 an admission fee was charged to view the interior

By 1887 Lowville and Zimmerman were the only two churches on the circuit. Churches were usually packed to the doors for all services, and the churchyards resembled market day with every description of conveyance on hand A by law had to be passed to allow churchgoers to erect sheds on the road allowance in which to tie up their horses or oxen

Among latter day changes in the church have been the construction of a modern split level parsonage on land donated by Eric Gudgeon and the installation of an oil furnace in the church.

Across from the parsonage on No 5 sideroad is the church cemetery Family names on the gravestones include the Collings, Harbottles, Featherstones, Gunbys Readheads Butts Jays and Coulsons.

A story told of this cemetery involves one of the first persons to be buried there He was a young man named Jackson who had come into the district to work. Stricken with 'hip disease he died and was laid to rest in the new cemetery where his was the first grave Some medical students wanted the body but Jackson s friends would not agree to this They dug out the grave and filled it with large stones and with earth

before they were satisfied that no one would molest the remains of their friend.

Some local preachers in this era were Hamilton Bennett, Sidney Kenny and later, after the turn of the century, Elmer S. Sinclair, Charles Jay and Victor Butts who went to China as a missionary.

A Presbyterian Church was built but never used for worship. It was later converted to a dwelling.

St. George's Anglican is the oldest congregation in Lowville. Parishioners met first for Sunday School September 10, 1836. Later services were held in a frame house on what became the farm of Emanuel Coulson. From this small building the congregation moved to DeForest Line School. It was there in 1856 that the first vestry meeting took place and the parish named St. George's. In June of the following year Dr. George Dice donated a parcel of land at the Guelph Line and No. 10 sideroad, two miles north of Lowville, for a church.

Little is known of this building except that it was frame and cost $800 for materials. A brick church was erected in 1896. This was substantially built, costing $4,000 and has needed no major repairs since it went up. The only replacement was part of the roof which was blown off in a big wind, March 21, 1913, an act of God and in no way attributable to the builders of the church.

St. George's has never had its own rector. Early in its history, about 1859, it was attached to Waterdown and Aldershot. In 1874 it joined Nassagaweya and Carlisle until the latter closed before the turn of the century.

The first rectory for St. George's was the home of Mr. and Mrs. Cowley who turned it over to the church. This was later sold and a farm house bought for the purpose. The third location of the rectory was in Campbellville where it remains today.

The present stone St. George's is still the centre of Anglican worship for Lowville and the surrounding countryside and the cemetery is one of the loveliest in the community.

A beauty spot is Lowville Park which resounds with the shouts of day campers and picnicking families. William Robertson, Reeve of Nelson Township, 1944 to 1946, headed a group of men, some of them prominent Burlington businessmen who in 1945 bought the land which became Lowville Park, at the foot of the hill on the Guelph Line. The land was covered with thick hawthorne brush which took 56 men and 11 tractors a whole day to clear out. With amalgamation in 1958, the Town of Burlington took over the park and built a new bridge and refreshment stand.

Now during the summer especially, Lowville is no longer secluded in its valley. As visitors to the park come over the crest of the hill the beauty of the scene below them is almost as impressive as it must have been when the first settlers arrived to make their new homes.

16

Zimmerman

Zimmerman, southeast of Lowville, at one time was a small centre catering to the needs of the farmers living nearby. Its economy started by a mill and its social life centred for the most part around the churches.

In the beautiful valley which lies between No. 1 and No. 2 side-roads on the Appleby Line, Henry P. Zimmerman had his sawmill and built a large stone house. This house is now occupied by Karl Cartwright and stands at the corner of the Appleby Line and No. 2 sideroad.

As well as a general store in the early years, there were two saw mills and a grist mill, a school, a shoe shop, tailor, carpenter and black smith shops, and a woollen mill which was started but never finished. The post office was in the store and the mail driver would deliver the mail from Burlington. Two of the school pupils would fetch the letters for the children to take home after school.

With the coming of the automobile and the growth of towns and cities to within easy driving distance, the shops and stores began to lose business. In 1911, the grist mill burned down. The other old shops and mills were abandoned and either fell into ruins or were razed. The last time a general store operated was in the 1950's when Miss Frances E. Jones, of Toronto, bought the old Crawford home on the Appleby Line near the bridge over the Twelve Mile Creek and ran a small shop for a few years. After she died the store was eventually torn down and the house renovated. In later years the house was abandoned and fell into such a state of disrepair that it was condemned and taken down. Thus the once thriving community has become only a memory today. Its importance as a lumbering centre is all but forgotten.

Five churches were once within driving distance of Zimmerman. Lowville United and Davidson's were both originally Wesleyan Metho-dist. Davidson's was a small frame church on the east side of the Appleby Line north of the present Zimmerman United. The building was later used as a barn behind the parsonage but in 1907 it burned down. All that is left is a small deserted cemetery on the Appleby Line near No. 4 sideroad, unused but owned by the Morden family.

The other three churches, Mountain, Bethesda and Salem are also gone now, but memories of Salem have persisted. This is the church most of the Zimmerman residents attended. It stood on Walker's Line at the No. 2 sideroad until it was purchased by Kilbride residents and taken away to be their Community Hall. The cemetery still stands by the site of the church on land donated by the Bridgeman family and is still used for burials.

Salem Church earned a reputation for its camp meetings in the 1870's. These revivals were held at many churches in the summer and became very popular before the turn of the century and the invention of the automobile. Salem camp meetings were held at the farm of Burwell Bridgeman. The "Evangelical Witness," a publication of the New Connexion Methodists announced: "Notice is hereby given of a camp meeting to be held on Mr. Bridgeman's farm near Salem Church, Nelson on September 11. Pasturage and stables for horses can be found in the vicinity at reasonable terms. No provision tent on the grounds and no provisions or groceries allowed to be sold on or near the ground on the Sabbath. Single tents $3.50, double $6.00 may be had by applying to Mr. Johnson, Zimmerman Post Office ... horses fed for 25¢ a day."

These meetings lasted a week on end, Thursday to Thursday and apart from the religious benefits they also provided a good camping holiday. Fires used to light many corners of the field at night and the sound of community singing echoed through the valley.

After the union of the Wesleyan and New Connexion Methodists, the Salem congregation joined Bethesda to become Zimmerman Methodist Church in 1882. Services were then held in an abandoned school which was also used for local boxing contests. This unique association was terminated when the congregation built its own church in 1891 at a cost of $2,900. Chairman of the building committee was Burwell Bridgeman. The new church was nearer the centre of the community on the Appleby Line where it still stands. Lowville became a charge, with Zimmerman parsonage located in Lowville. The old Zimmerman parsonage, sold in 1891, is now unused and still is on the Bridgeman farm on the old section of the Appleby Line in the Zimmerman Valley.

The brick church was renovated and modernized a few years ago, but the bucket, tip-up seats remained there from the time it was built, in preference to pews.

Zimmerman is rather isolated by urban standards but Rev. Kenneth Griffiths, minister of the charge, said that although the congregation is predominently rural, more urban residents are coming into the community.

In 1854 the ratepayers of School Section No. 8 secured a site and erected a school house on the bank of the creek near the present church. It was a one-story frame building with a belfry in front. The only

playground was by the roadside or in the forest. There were no conveniences.

By 1869 the population had increased until there were 80 children crowded into the small school. To meet the situation, a small frame building in the corner of Salem cemetery on Walker's Line was fitted up and the scholars on the Salem side of the creek went there while those on the other side stayed at Zimmerman on the Appleby Line. In 1872 a school to accommodate all the children was thought desirable. The trustees bought land from Johnson Zimmerman and during the winter the farmers drew gravel. In the spring of 1873 a two-story concrete school was erected complete with belfry and bell to summon the children. Trustees Thomas Watson, James Zimmerman, and Nathaniel Lamb kept construction costs down to $5,800 but farmers around were concerned about the rise in taxes to $70 on one hundred acres to help pay for the new school.

A reunion in 1896 brought former students from near and afar. Dr. Charles Campbell, who came from New York, was appointed chairman of the festivities, and Richard Watson secretary. It was a day for reminiscences and walks amid the haunts of childhood. Even a baptism was performed when Pastor Ruben Zimmerman, of Toronto, baptized his brother Dr. Solomon Zimmerman in the Creek at the foot of the hill back of the old school house. It is said that in their enthusiasm one of them nearly drowned.

In 1925 a committee was formed to have the old school torn down and a new one erected. This one-story brick building was used until a new graded school, Fairview, was built in School Area No. 1. For a time the Zimmerman school was kept open for those wishing to continue to send their children there, but in two years it was forced to close. It has been made into a residential duplex called the Fairview apartments.

This is all that remains of the Zimmerman of old, but residents for a few miles along the Appleby Line and across the sideroads still identify as a group, probably through church associations, and shared memories of the past. Some of the farmers have lived in the area for many years and three farms, those owned by the Bennetts, Bridgemans and Campbells, have been family possessions well over 100 years.

17

Along Dundas Street—Nelson to Tansley

When Governor Simcoe conceived a military highway in 1792 to link York with LaTranche (now London) he may have realized it would open up the interior of Upper Canada. Certainly, once it was in use from York to Ancaster in about 1800, settlements built up along it. The stage coach began to run along Dundas St. from Hamilton to Toronto in 1835 and hotels were opened to accommodate the travellers.

One of the early settlements was around the corner of the Guelph Line and Dundas St. and one of the first settlers there was Caleb Hopkins. Caleb and his three brothers settled in Nelson township but Ephraim Hopkins who had also owned land in East Flamboro, moved on to Saltfleet. Caleb stayed in Nelson and his house is still standing set back from the north side of Dundas St. a few houses east of the Guelph Line.

Like his father, Silas Hopkins, who it is said owned land in Aldershot overlooking the bay, Caleb was interested in the area's development, and became a Liberal member of the Upper Canada legislature in Toronto. One of his rivals for this office was John Wetenhall, and both he and Hopkins were on Nelson township council in the first days of its existence.

As more settlers came to live near the Guelph Line, Dundas Street intersection, the community became large enough to deserve a name of its own which Caleb Hopkins supplied. He called it Hannahsville in honour of his wife Hannah. The 1877 Atlas stated that the name was changed to Nelson Village after the post office was established there. This, however, was in 1835 and as late as 1878 a registered plan of the area with small building lots mapped out still referred to the settlement as Hannahsville. Common usage dies hard and it was probably many years before the new name was accepted.

The early settlers came to Nelson with high hopes. An English day labourer, Thomas Hunt, settled in Nelson where he and his brothers had bought land. He wrote an encouraging letter home.

"We are in a good country for poor folks," he said. "We have plenty of good fire and grog. We make our own sugar, our own soap and candles

THE IRELAND HOME — BUILT BETWEEN 1835-1837

and bake good light bread. We shall never want for water or timber. We have several adjoining houses, chiefly English people. We can raise up a good house in a little while at little expense. ... It is called the healthiest place in Upper Canada. ... They that think to work may do well."

Joseph Birney settled in Nelson after fighting in the War of 1812 and using his trade of ship's carpenter to help build a bridge across the gap at Burlington Heights. Colonel William Chisholm was another War of 1812 veteran who settled on a Nelson farm in 1816. He built up a large mercantile business as well as his farm and in 1835 was made the first postmaster of Nelson P.O., the second in Ontario. The same year he was made postmaster of Oakville and in 1838 he moved there.

Joseph Ireland came to Canada in 1812 as a regimental officer and was married in Ancaster. In 1834 he bought land near Dundas Street by the Guelph Line and built a house between 1835 and 1837. This structure was patterned from a typical country squire's home and is still standing north of M. M. Robinson High School on the west side of the Guelph Line, still the home of an Ireland, George. It is considered the oldest house in what is now Burlington. The family was prolific and the Ireland name has spread throughout the area.

David R. Springer, son of a pioneer Hamilton family, moved from a farm in the Hamilton area to Nelson in 1835. He was a Justice of the Peace for 35 years. He organized the first agricultural shows in Nelson

and took an active part in the founding of the Provincial Agricultural Association in 1846.

According to the township records there were three inns near the corners of Hannahsville. In 1836 a meeting of the inhabitants of the township was held at the inn of William Chisholm. The council met in B. Naisbitt's Inn in 1852 and for the same year the Ward 2 voting was at Richard Hull's Inn, Hannahsville. Township council met in other inns as well until a proper township hall was built in 1853.

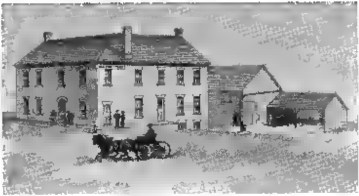
The hall, built on land donated by Stephen Atkinson, was 60 feet by 120 feet. Mr. Atkinson also donated what was a princely sum for those days, £30. Thereafter the hall was put to many uses, one of which was the agricultural shows. In January 1897 the Literary Society was given permission to hold meetings in the township hall "providing they clean it up after and be responsible for damage."

There was in the early days a school house on the northeast corner of the Guelph Line and Dundas Street. No one today remembers the official name of the school but the children used to call it Bellykill Bay. Nelson's Anglican Church, St. John's, held its first service in the building and Clarkson Freeman, according to the 1877 Atlas, attended the common school a year under the instruction of Thomas Baxter of Nelson. Robert Kerr Chisholm, William Chisholm's son, also received his education in the common school in Nelson before moving to Oakville.

In August 1872 Peter McCulloch sold an acre of land for S.S. No. 5. The fine red brick school house was built a little to the north on the eastern side of the Guelph Line. It was used until 1951 but now stands unused. The original trustees were William Davidson, John Gordon and William Richardson.

In 1864 A. G. McCay was instructed by the Nelson township council to "procure plank and other material for a sidewalk from the town hall to the crossroad at the corner and to cause the same to be made." By this time the population was probably about at its peak. The lumber fever was in full swing and the teamsters hauling wood down the Guelph Line to Port Nelson and Wellington Square swelled the town's business, and made it an important stopping place. An old map dated 1855 shows the Guelph Line as a plank road for a portion of its length, mainly around the crossroad which was most heavily travelled. The wooden surface kept the dirt road from becoming a bog in wet weather.

By 1877, as well as the township hall and schoolhouse, there was a drill shed, three churches and a hotel, the Nelson House whose proprietor was M. S. Atkinson. This hotel on the southeast corner of the crossroad is still standing today as a private residential dwelling. In 1877 R. D. Ireland and George McKerlie each owned saw-mills and McGowan and Smith, and William Cartwright were both carriage-making firms. The general store was run by Thomas Selby in 1877 who also looked after a



NELSON HOUSE — ABOUT 1877

post office and telegraph office on the premises. The other corner also had a store at one time. The brick store on the northwest corner was owned by the Springers for some time but in about 1950 the building burned down. It was replaced by the present store and restaurant. There were blacksmiths over the years, too, and a man named Chamberlain, who owned a water pump repair shop. The children called him "Pumpy."

An 1858 sensation for Nelson was the Mifton hanging of a pioneer Nelson farmer. A hero of the War of 1812, he became an alcoholic and shot his daughter. After a five-year prison term, he returned to Nelson and "threw himself headlong into a fresh career of dissipation." Finally in November, 1857, he shot the two women with whom he was living and the newspapers proceeded to have a field day. A minute-by-minute account of the poor man's last hours was printed including his speech on the gallows at 3 p.m. November 30, 1858, in which he warned, "Beware of bad company." Everyone in the county who could come was there to see the hanging. Before daybreak sleighs and wagons were arriving and women appeared to outnumber men. It was said the people "laughed and jested and talked as merrily as if they were come to a wedding instead of a hanging."

As the farming community near Nelson became more populous, the religious needs of the people were met with the erection of churches. The old Methodist church records were apparently destroyed with personal belongings on the death of a former treasurer, David Springer. There were said to be two thriving Methodist congregations in the early part of the 19th century. One of these worshipped in a stone church at the foot of what is now Cedar Springs Road, built and donated by Charles Tuck. The church was later used as a home and has since been demolished.

The other branch built a frame church just forty feet west of where the present building now stands, a little west of the Guelph Line on Dundas Street. Moses McCay, a trustee, deeded in 1830 the acre of land needed for the building, to the trustees, for £5. The trustees, including Mr. McCay himself, were David Pitcher, Isaac Van Norman, John Bastedo, David and Ebenezer Griffin and Justin W. Williams.

This frame church, which boasted a gallery, served until 1859 when the present church was built. During these years the two congregations were friendly until, strangely, the Methodist Union of 1875. It was not long, however, before the local feeling of fellowship triumphed and the congregations banded together into one and closed the branch on the Cedar Springs Road at what had been known as Tuck's corner.

These Nelson churches had always been a part of the Waterdown ministry with the ministers living in Waterdown. In 1925 Nelson became a joint charge with Appleby. In June 1959, when Appleby United Church's membership had grown large enough to have its own minister, Nelson United Church joined with Palermo. The minister still resides in Palermo and serves the two churches.

The churches of Nelson all suffered a decline in membership, especially severe during the 1920's and 1930's. They managed to survive, however, and now with the growth in residential building bringing houses closer to the Dundas highway or No. 5 Highway, as it is known, the churches are hopeful for better days.

The history of St. John's Anglican Church on the No. 5 Highway a little west of the Guelph Line is closely tied in with the Ireland family, for it was they who did much to stimulate early interest. The Ireland name is carved on many of the gravestones in the church's graveyard.

In 1835 the farmers around Nelson who had made the arduous journey down to St. Luke's in Wellington Square decided they wanted a church of their own. William Spence, an Irish farmer who had settled at Nelson, obtained an introductory letter from the Archbishop of Dublin to Bishop Stuart of Quebec, there being no Niagara Diocese. With this letter Spence, Joseph Ireland and John Wetenhall went to see the Bishop and were given permission to hold their own services.

The first service was on November 15, 1835, in the old schoolhouse called Ballykill Bay. The minister who served the St. Luke's congregation, Rev. F. Mack, came up to Nelson. In 1838 the group was ready to begin a building program. William McKay was named chairman of the building committee. Once more the Atkinson family donated three-quarters of an acre for a church and cemetery.

The contract was let to John Malcolm, William Grant and Alexander Brown for £348 and the building was dedicated in 1842.

By this time the rector of St. Luke's was Dr. Thomas Greene from Ireland, who continued to travel between the two churches. The pews in the new church were in the contemporary style with gates at each end. They were auctioned to the parishioners and sold for one pound each. Each family in the congregation then had its own pew for which it paid an annual rental. Six pews were free. One of the first donations to the church was a communion service of silver given in 1841 by the Stuart Mission Society. This service is still in use.

In 1890 Nelson joined with Lowville and Nassagaweya after a period of three years being attached to the Waterdown church. During this period one of the ministers was a Rev. Seaman whose son William married Florence Ireland, the sister of George Ireland of the Guelph Line. The ceremony was performed in St. John's Church. The linking with Lowville and Nassagaweya was not too successful due to the long distance between the centres. It was 17 miles which was a considerable drive in the horse and buggy days. Nelson Church was closed about 1893.

In a year-and-a-half there was once more a congregation wanting to use St. John's so a lay reader was procured and services were resumed. The attendance increased enough to justify re-union with St. Luke's in 1895. By this time the church building was in a bad state of repair with windows broken, plaster off the walls, the roof leaking. The congregation went to work and made repairs in time for a new opening ceremony. In May, 1910, St. John's joined with Palermo and Omagh.

In 1922 when Rev. H. Newton-Smith left the charge, St. John's was again in danger of being closed. Divinity students filled in for a while until the congregation once more joined with that of Grace Church, Waterdown, with which it is still linked today. Centennial celebrations were held in 1942. One of the guest speakers was Rev. William Seaman who had married into the Ireland family.

Farther east along the No. 5 Highway is St. Paul's Presbyterian Church, west of Walker's Lane. St. Paul's is the oldest Presbyterian church in the area and one of the oldest congregations. In 1816 Rev. William Jenkins made visits from Scarboro to Hugh McLaren's barn and Bastedo's house where he conducted services. By 1819 Rev. William King was holding services in a house situated to the east of the present church. Within three years this staunch group of British immigrants and Loyalists had built their small church west of the present one.

This congregation was the only one in the Nelson-Tansley district to have had its own minister. This was partly due to circumstances and the fortuitous arrival of Mr. King. This energetic man of God purchased a farm soon after his arrival in Canada and this became his headquarters. The farmers around could afford to pay a minister very little so the

profits from the farm kept the King family supported for the next thirty years.

During this period Mr. King started services in Waterdown and travelled into outlying areas baptizing, marrying and burying. In 1852, he retired and died at the age of 69. He was buried at the rear of the church in the small cemetery which has been well maintained since about 1820.

The King farm is now owned by the Norton family and is the depot for Burlington's transportation system, the C. H. Norton Bus Lines.

The first elders of St. Paul's were Gilbert Bastedo, William McKerlie and Hugh Green, soon after joined by Neil Johnson. The congregation of St. Paul's outgrew the first little church which began to show signs of age. In February 1868, at a cost of $1,500, a new brick church was completed, much of the construction work being done by the parishioners themselves. In 1877, on re-organization of charges after Presbyterian church union St. Paul's joined with Kilbride.

In 1880 St. Paul's separated from the Kilbride circuit and became attached to Knox Church in Burlington until 1884. At this time St. Paul's "teamed" with another Knox, the one at the "Sixteen." Today still another Knox, in Waterdown, shares its minister with St. Paul's. The Tansley manse of St. Paul's, no longer needed, was torn down in 1964 to make room for railway expansion.

At Tansley, which is the area just west of the Town Line on the No. 5 Highway, a community grew up around the waterpower of the Twelve Mile Creek. A mill was built which probably attracted the early settlers. In 1877, the mill was still operating but by the turn of the century it had been abandoned.

The small village, like Hannahsville, had its own name, St. Ann's, which died hard. It is not known when the name was officially changed but it must have been between 1881 and 1890 according to local residents. Apparently there had been confusion with a St. Ann's near St. Catharines. The man who kept the post office at the Nelson St. Ann's, so they say, was a Mr. Tansley so his name was used for the postal address.

By 1890 the postmaster was John Bunton. Like the Aldershot Sinclairs, and the Burlington Pearts, the Bunton family passed the job along, first to Mrs. Bunton, after John's death, and then to Emma, a daughter. Another daughter, Beatrice, recalled the postmaster's salary, based on revenue received, was $24 in 1931. By the time the post office closed to make way for rural delivery from Freeman, the sum was $100 a year.

At the turn of the century, the mail carrier lived in Zimmerman where he picked up the mail, then arrived at Tansley at 6 a.m. From there he went to Nelson and on to Burlington Junction at Freeman

The mail was put on the early train about 7 a.m. The carrier would arrive back at Tansley with the incoming mail between 1 and 2 p.m.

The area was comparatively well populated in the latter decades of the 19th century with a cluster of houses near the creek. A hall of the Grange of the Patrons of Husbandry was located on the west side of the Appleby Line just north of the intersection with Dundas Street. It was a "tall" building of two storeys and dances were held upstairs. These granges were a type of farmers' co-operative society which bought goods in bulk for its members.

As well as serving as postmaster, John Bunton also ran a hotel for a few years in his eleven-room house in the 1890's. There was a beverage room in the front downstairs and after Mr. Bunton gave this up, the family continued to serve meals for a while and take overnight guests.

An amusing story is told of the days when John Bunton was postmaster and barkeeper. The Presbyterian minister thought the Bunton establishment was a dreadful, sinful place and he felt it unthinkable that the government should have the post office there. He wrote to the Postmaster General complaining that the atmosphere was so bad that he wouldn't set foot in the place himself, but had to send the hired girl instead!

St. Ann's was the stop on the stage coach route before the Trafalgar stop at the Sixteen Mile Creek. These creeks posed a transportation problem which was solved at the Twelve by a small bridge at the bottom of the river's bank. Residents of the area remember how as children they used to sleighride down the west bank of the creek which was not so steep. The road wound down into the ravine and across a small iron bridge at the bottom.

When the first bridge was built is not certain, but an item in Nelson township minutes notes work done on it in February 1850 when "George Vanfleet was paid £26 10s., being the amount due him upon his contract for repairing the bridge across the Twelve Mile Creek on Dundas Street." In November 1850 William Bunton was paid £1 8s 7½d for labour performed on the Twelve bridge. His son, John, who counted pathmaster among his many duties, was paid $63.28 for repairs to the bridge and hill at St. Ann's.

By the end of World War I, when many projects were being undertaken, the Ontario Department of Highways realized the old bridge was outmoded. The next year the annual report of the Department of Public Highways included this item: "1919 the Tansley Bridge over the Twelve Mile Creek in Halton County on Dundas Street in the township of Nelson was erected at a cost of approximately $115,000. This bridge has a maximum height of 98 feet above the creek bed, concrete abutments, and four piers, has a steel superstructure 542.5 feet in length and concrete floor 20 feet in width."

Over the years there have been three schools at Tansley. The first has passed unrecorded into the limbo of the past but Beatrice Bunton has memories of the second and third. The second school, S.S. No. 7, on the south side of the No. 5 Highway, just west of Appleby Line, was a large two-story building made of concrete plastered over a wood frame and marked to resemble blocks as was the fashion in those days. The boys used to pick pieces of the cement out. The large second floor room with a yellow blackboard was not being used by the turn of the century except on rainy days when it was a good place to play at recess.

The third school of brick is very familiar to Miss Bunton who taught there from 1923 to 1939. It was a one-room school made of brick and in Miss Bunton's time heated with a wood-burning Waterbury heater. This building is still standing but no longer used as a school.

Among the early immigrants to Tansley were the Emersons. When they were sailing to America their ship was wrecked in a wild storm off the east coast. The whole family perished except the father and young John who lost three of his toes which were frostbitten in the sea. Father and son settled at St. Ann's.

A later generation of Emersons was noted for its ice-cream. It was made in Emersons' farmhouse south of Dundas Street on what is now Orchard Road. Motorists used to line the long lane to the house to purchase the delicacy. In the early 1930's the family bought a piece of land on No. 5 Highway and put up a small frame building to dispense the product. The ice-cream was made in the basement in a big wooden tub-freezer turned by a gas engine. Thick cream was used with fresh fruit for flavouring. In 1948 Emerson Colling bought the business and operates a variety store on the site.

Jim Emerson ran a popular ice-cream parlor in Burlington on Brant St. in the days of the First World War.

A link with the past of the area is an old cemetery west of Colling's store, marked on the 1877 Atlas. The land is privately owned and no longer used for burials.

18

Appleby: The Disappearance of a Cammunity

Just a decade ago, Appleby was a hamlet at the intersection of Appleby Line and the Queen Elizabeth Way. There was a public school, a post office, a church, a house formerly an hotel, a blacksmith shop, the home of the veterinarian, the teacher's house, and a community hall.

Appleby, however, was more than a hamlet. It was really the community made up of the four sections of land which went out from the post-office, school and church. It is almost certain that Appleby received its name from the village in England, since several of its pioneers, Thomas Atkinson, Thomas Alton, and the Fothergills came from Appleby in Westmoreland, England.

One of the first settlers was a Miss Stringer in 1809 who obtained a Crown deed and settled on the farm at the Trafalgar and Middle Road corner. When United Empire Loyalist Isaac Van Norman came in 1816 and built his home, there was only one other house between it and Burlington Heights.

In 1819 Thomas Alton came from England and the Breekons came in 1830. Other familiar names from the early days were Blanshards, Climes, Lucas, Dynes, and Cotters. Most of the early settlers were from the British Isles, especially England, although some were Pennsylvania Dutch. One family who came to Appleby Line in more recent years were the Richardsons. Mrs. Joseph Richardson attended school in Appleby, England, and her family later studied at the public school here at Appleby.

One of the early roads in this area was an old Indian trail just below the ridge which was the ancient shoreline of Lake Ontario. In 1806 the Middle Road was surveyed and eventually built in 1838, later to become the modern Queen Elizabeth Way built in 1936.

Interest in the area was shown by the planning for the first railroad. Work began in 1847 on the Great Western Railroad (now CNR) and took seven years to complete. This opened new vistas for trade and industry, plus faster mail service.

Appleby Post Office was established February 6, 1857, with Thomas Atkinson as first postmaster. Mail was carried from Wellington Square to Nelson and Zimmerman and then down the Appleby Line. It started as a twice-a-week delivery and later the service was extended to three times a week. Previous to 1857 mail was available at Nelson, coming by stage coach in the winter and by boat in summer. The G.T.R. set up a flag station on the Appleby Line in 1870 and in later years the Prescott family looked after the post office until the establishment of rural mail in 1915.

In the days when teaming of lumber and grain was carried on, blacksmiths performed a useful service and at one time there were four busy blacksmith shops in the area. The community also had saw mills or grist mills on practically every creek, and taverns were built at many cross roads.

Early pioneers in the Appleby area lost no time in making provision for their religious and educational needs. Previous to 1846, there were two schools, one at the Nelson-Trafalgar town line and the other on the Edwin Blanshard farm. These both were replaced in 1846 when a school was built on the northeast corner of Appleby Line and the Middle Road. The brick building which was later constructed in its place in 1863 and called S.S. No. 3 Nelson, is the one which was torn down almost a century later to make way for the North Service Road.

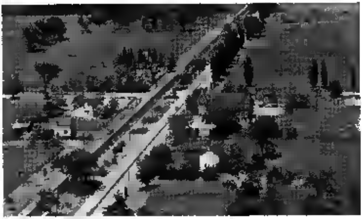
The early Appleby School area extended from the lake shore north to the Upper Concession (Upper Middle Road) and from Walker's Line to the Nelson Trafalgar town line. Children from the Trafalgar side of the line also attended this school.

In 1913 the new Strathcona school was built between the lake and Lower Concession (New Street) on Walker's Line. Children were directed to the school section in which they lived, and a small fee was charged those attending Appleby School from outside the section.

There was great rivalry between the teachers of the schools at Appleby and Bronte in seeing who would pass the most pupils at entrance examination time.

First religious services in the community were Methodist meetings held at the home of Isaac Van Norman as early as 1824. Neighbours met at the call of a conch-shell horn which could be heard for five miles when the "saddlebag preacher" had arrived, regardless of day or hour. This sometimes caused problems on a working day when he ran the risk of his voice being drowned out by the buzz of the nearby saw-mill on the Van Norman farm.

The Van Normans were a typical pioneering family who built their home out of bushland, after acquiring a Crown deed to 200 acres in 1818. Isaac built a saw-mill which was powered from a stream running



VILLAGE OF APPLEBY—ABOUT 1946

through his farm. Neighbours brought their logs to him and took home lumber for their homes and barns.

The Van Norman daughter, Jane, was the first woman in Upper Canada to earn a Bachelor of Arts degree and she later taught in the Burlington Ladies' Academy, Hamilton, founded by her brother, Daniel. She married Aaron D. Emory and religious services held in their home at Aldershot led to the founding of East Plains United Church. Great grandchildren of this marriage still reside in Burlington.

Mr. Van Norman was eminently suited to become the lay preacher at Appleby and he warmly welcomed the horse-riding ministers who usually visited every month. One of the first preachers to brave the wilds in this area was Rev. Egerton Ryerson who later became the founder of the public school system in Ontario.

Some years after services began in his house, Mr. Van Norman built a small frame church on his property, just opposite the old Mount Vernon cemetery, not far from the one on Appleby Line. In one corner there are buried the men who died of dysentery while building the tracks for the Great Western Railway in 1854.

Foreseeing the growth to come, a larger brick church was built in 1846 on the west side of Appleby Line just south of the Middle Road. The ladies gained quite a reputation for their chicken dinners, and when the railroad was built, people would come by train from Hamilton and Oakville to be met by local farmers who drove them in wagons to the church suppers.

The first Sunday School an auxiliary to the Wesleyan Methodists, was started in 1839 in the log school on the Mathewman farm at Middle Road and the Town Line It was called the Nelson Middle Road Sunday School Society and early officers were John Lucas Aaron D Emory W Van Norman, Benjamin Mathewman James Teeple and John Breckon. A membership fee of two shillings and six-pence was subscribed by each pupil

In 1906 when Rev G K. Bradshaw was pastor a new larger church was erected on the Middle Road and this in turn had to be torn down when the Queen Elizabeth Way overpass and service roads were built in 1958 The congregation voted to rebuild in a more populated area and the result was the modern Appleby United Church, constructed in the heart of the Shoreacres survey on Spruce Avenue

Only a small pile of rubble and a thorny hedge mark the place where the former church once stood Only old timers are nostalgic about the corner of Appleby Line and the QEW once the hub of a busy farm community

19

Aldershot

Now part of the Town of Burlington, Aldershot, although never an incorporated village, always had a strong sense of identity. Its boundaries were somewhat sketchy and even as late as 1965 Hamilton and Burlington were not sure of Aldershot's western border. In that year a heavy piece of equipment went through the Valley Inn bridge. The bordering municipalities debated which should pay for the damage. It was finally determined the bridge was about 250 feet outside Burlington's boundary and Hamilton and West Flamboro were left to argue it out.

Aldershot "on the Plain" attracted the earliest settlers to the bay region. David Fonger settled in 1783 on the Indian trail which ran from the boundary of the Mississauga Indian reserve to Burlington Heights and called Centre Road by Augustus Jones. Fonger's land on Lot 5 Concession 1 which later became the Emery and Gallagher farms was purchased from Lt. Alex MacDonel. David Fonger Jr. settled in Aldershot in 1830. The Fonger family cemetery was on the site of St. Matthew's Church, across from their home.

Another of the first settlers was George Chisholm, a Scot who emigrated to New York in 1775. After the Revolutionary War he settled in Niagara and in 1794 came to the shore of Burlington Bay.

In 1791 William Applegarth arrived from England and settled on a Crown grant at "Oaklands". His farm stretched from east of the present LaSalle Park Road to west of the present Dominion store and down to the Bay front. The first grist mill was built by William Applegarth in Hidden Valley in 1809 when salmon abounded in his stream. The mill was destroyed by fire in 1812 and re-built. The second shared the same fate as the first but a third mill lasted until it fell into decay in recent years.

One of the houses on the estate became a cheese factory and in later years was the home of the Crouchley family. A second large dwelling was erected at Oaklands by John Fuller, son of the first Anglican Bishop of Niagara who had bought the Applegarth farm. In 1874 the gate house was put up at the entrance to the estate, and later razed with other of the estate buildings to make way for a shopping plaza of modern times.

In 1806, Colonel Brown, an agent for the North Western Fur Traders Company in York, bought several hundred acres in Waterdown Heights. His grandson, Alex, married Sarah Applegarth, granddaughter of William. Her grandfather divided his estate keeping Oaklands as the homestead and the land from Oaklands to the present St. Matthew's Church became known as the Brown property.

In the late 1840's, Brown built the wharf named after him and stacked cord wood there for the lake steamers to pick up. As early as 1828, Ebenezer Griffin, a Waterdown miller, used the bay to ship his flour on the first lap of its journey to wholesale houses in Montreal and Quebec. A generation later Brown's wharf was handling the grist trade of his sons who sold not only to nearby markets but those in the distant Maritimes. Woollen goods were shipped from the Griffin carding mills, one of the first to be equipped with a double set carding machine. Stone from the quarries of Waterdown was another export. One of the last shipments from the wharf was 15,000 to 20,000 barrels of apples in 1897. As with any port the presence of the sailors made necessary a tavern and a bakery and their proprietors did a big business while the boom was on.

Alex Brown, whose home was where LaSalle Park pavilion now stands, was, along with his father-in-law, William Applegarth, a commissioner of the Burlington Beach canal project from 1825 to 1832.

Adam Fergusson settled in the Aldershot-Waterdown vicinity to the north in 1792 and in the 1840's the Gallagher family arrived there. It was not until 1879 that John Gallagher and his wife Mary Simpson, descendant of the Simpsons who first settled the Kilbride district, moved to the first dirt road, which was called Plains Road by then.

John Gallagher's eldest son, Richard, married and moved to live in Hamilton where he founded Canada Business College. A younger son George, stayed on the farm with his father. The farm consisted of 100 acres when John Gallagher purchased it from David Fonger. He raised cattle and planted a fine apple orchard on the front of the property. Some of the trees are still standing.

In 1910, George Gallagher, his son, purchased an additional 65 acres from the Johnson family and raised cattle and pigs and branched into market gardening and fruit farming. His sons, Howard, Gordon, Percy, and Norman took their place in the management of the farm and planted more fruit trees. From 1925 to 1933, four apple orchards of some 2,250 trees were set out, as well as 200 cherry trees and a large vineyard. On September 17, 1927, 250 growers from all over Ontario gathered at the farm to see the results of scientific apple growing. Melon growing became one of the farm's specialties and one week in August 1951, two thousand 20-quart baskets of melons were picked and packed daily for shipment to Winnipeg, Montreal, and Toronto.

In 1961, the Department of Highways purchased 16 acres of the Gallagher farm to build the 403 Highway. In 1962, the C.N.R. purchased 30 acres of land which included the cherry orchards and vineyard, to build additional railroad facilities. In 1963, the Trudon Manufacturing Company purchased the Courtland apple orchard for their factory site. Cuna Mutual Insurance Society purchased another of the apple orchards for its Canadian headquarters building and close by Plains Road, Percy Gallagher opened the White Oaks residential survey.

The Charles C. King property, "Crown Farm," ran from Campbell's Corners (King Road and Q.E.W.) to the bay. The homestead still stands on King Road opposite Greenwood Drive. A few years prior to Charles King's death in 1919, an acreage was sold to developer W. D. Flatt for a residential survey and at this time the King family cemetery was moved to Greenwood Cemetery.

The Long family was related to the Kings through the marriage of George Long and Emma King in 1894. Longs operated a dairy on their land and later Harry Long, who was a Reeve of East Flamboro, turned to market gardening. The Long Acres subdivision was carved from the Long farm.

The route down King Road, east along Greenwood and down to the beach was once called the "sand strip." Old timers remembered a narrow gauge railway which ran along the strip from a quarry up beyond Campbell's Corners. During this time Greenwood Drive was the north shore road before the No. 2 Highway was put in.

The tip of land in West Aldershot pointing southward into the Bay was a part of 40 acres of land purchased by Peter Carroll, a land surveyor and road builder. After his marriage in 1836, he began to build a baronial castle overlooking the bay. When completed, Rock Bay mansion was all he had dreamed of and he and his wife, dubbed "Lady Carroll," lived there with servants to care for them. Carroll was one of the first to succeed in growing peaches outdoors in Ontario. Besides his farming interests he was kept busy as a director of the Great Western Railway and a member of the board of the Gore Bank. He was defeated in two attempts to be elected as a Tory member of the Assembly.

The Carrolls left no heirs and eventually the deserted mansion was destroyed by fire. On the estate today is Woodland Cemetery and the name is carried on in Carroll's Point, the wooded peninsula at the end of the Bay.

Charles Scheer lived at the gate house of the Carroll estate. He worked for the Wanzer Sewing Machine Company in Hamilton and he and his wife also worked for the Carrolls. Scheer purchased two acres of land in West Aldershot, part of the Hendrie estate and on this small plot went into market gardening. He bought more land farther east, from the Schoan family. He was one of the first farmers to develop and grow the salmon flesh cantaloupes for which Aldershot became famous. Three of the Scheer family homes are still standing, one at 192 Plains Road east, across from the Emery's Market, a second occupied by Duncan Fraser Ltd. on Plains Road, and a third serving now as apartments on the north side of Plains Road opposite Filmendale.

Early settlers were Peter Smoke and his family who moved to West Aldershot when Plains Road was a trail through the woods. Smoke carried grain in saddlebags to the Applegarth mill to be ground.

Jacob Filman, who had come with his family to Ancaster from Pennsylvania between 1776 and 1780, settled his son Capt. James Conrad Filman, about 1850, on land stretching from Indian Point over to King Road. Where King Road meets North Shore Boulevard, his son John built a large home, "Willowbank," in 1883. The intersection was known as Filman's Corners and the house later served as a dining establishment. It was destroyed by fire on February 25, 1965. A number of Filman family homes are still standing, surrounded by "Birdland" bungalows.

The street names in "Birdland", Finch, Lark, Tanager, Oriole, etc., are quite in keeping with the Filmans' love of feathered creatures. In a ravine just east of Shoreview Road, the family had dammed up a creek to form a pond which was a bird sanctuary beloved by all.

Giles Gorton Unsworth in 1848 bought land west of the Applegarth farm, north of Plains Road. His son, Richard, was a teacher in Nelson's S.S. No. 2, now Lakeshore School. A younger son, Albert, operated a small knitting business. The building is on the north side of Plains Road, just east of Unsworth Avenue. Albert moved away but his son George stayed on in Aldershot, purchased property across from his father's home and built small greenhouses about 1900. Between 1913 and 1948 six large greenhouses were constructed. Today there are three acres under glass.

At the foot of Unsworth Avenue, on the Bay shore, is a building used as a powder magazine in the latter part of the 19th century. Of solid brick, it was converted to a residence and is used as such today.

Robert Smiley came in 1855 and resided at the foot of the hill by Brown's wharf. The family later lived on a rise of ground 300 yards from Plains Road, across from the present Towers store. The house was later moved nearer the road to its present location. The farm, a 60-acre plot, now forms part of Hidden Valley Park. Robert Smiley was on the school board when S.S. No. 1, East Flamboro, was built at Smiley's side road (now Howard Road) and he donated part of his farm as the school site. His son, Joseph, was reeve of East Flamboro in 1911 and secretary-treasurer for nine years.

In 1861 Henry Blessinger, of German descent, bought 40 acres north of Aldershot Corners to the C.N.R. tracks, on the west side of Waterdown

Road. He drove to the market at Guelph to sell his produce and was one of the first farmers to hire Indians from the reservation near Brantford as summer help.

With his son Roy, Henry Blessinger operated a coal business in the winter from the C.N.R. Station. Henry's half-sister, Carolyn Fox, taught at Lemonville (now Howard) Road school and became the third wife of G. W. S. Johnson, the author of the song "When You and I Were Young, Maggie." Lemonville Road got its name from Thomas Lemon of Lynden, who bought 86 acres, including the Smiley land, for a fruit and vegetable farm. Part of the farm later was sold to the Department of Highways for the building of the 403.

Aaron Emery came to Aldershot from Appleby where he was favorably known to the Van Norman family, being a staunch member of the Methodist group there. A widower, one of whose daughters became Mrs. Thomas Easterbrook, Aaron fell in love with Jane Van Norman, Isaac's daughter. She taught at Burlington Academy in Hamilton, founded by her brother, where incidentally one of Aaron's daughters was a student. After their marriage Aaron and Jane purchased land from the Fongers, a part of which is now included in the White Oaks survey. Members of the family, W. A. Emery and his son, Russell, operated the farm and later the highway market. In 1950 Russell Emery became Warden of Wentworth county, an office held in 1908 by his father.

Russell and W. A. Emery participated in an experiment a few years after the Boer War ended. They, along with Walter and John Horne, decided to export apples to South Africa.

When the first shipment went astray, they determined to make sure there was no trouble with the next, so along with the apples went Mr. and Mrs. W. A. Emery and Russell, and Walter and John Horne. This venture was believed to be the first time Canadian apples had been exported.

The Hornes were descended from the George Horne family who came from England in 1873 and settled on Plains Road. The sons, Walter and John, developed a successful fruit farm. Walter, who was treasurer of East Plains Church for 42 years, built his home east of where the Busy Bee Supermarket now stands. The farm site of the Godwins, "Maplehurst," west of the Hornes, held 6,000 fruit trees. Part of it today constitutes the fairways of the Burlington Golf Course, and the Horne farm also has contributed some of its acres to make the beautiful course possible.

When the Fuller estate was disposed of about 1889, part of the farm was purchased by Otto Schoan, a descendant of William Schoan, who had settled in the Waterdown area from Germany in 1861. These 20 acres Otto Schoan turned into a successful market garden where he developed the famous Hamilton Market Hot Pepper. He also specialized

in early varieties of tomatoes and was once host to a delegation from New York Agricultural College who were interested in studying his agricultural methods.

The other section of the Fuller farm, including Oaklands, was purchased by Thomas B. Townsend of Hamilton, an engineer who had helped to rebuild the High Level bridge. Oaklands was one of the few houses which boasted plumbing. The Townsends did not occupy it at first and vandals wrought a great deal of havoc before the owners moved in. Thomas Townsend's son was a Waterdown coal dealer who built his home on a hill overlooking Hidden Valley.

The family of Nathanial Scott lived at Oaklands in the original Applegarth home. Lily Scott who took up market gardening after her husband's death played an active part in local community affairs. She was one of the first women to attend local political meetings. Her son, R. L. Scott, returning from World War I, set up the Aldershot Distributing Company and cold storage plant.

The Wyatt family who founded St. Matthew's Church, came from England in 1845. Herberton House, 164 Townsend Avenue East, was the family home. Initially a lovely dwelling, the house was turned into a duplex and the circular staircase altered. The place is being returned to its original elegance by the Scholes family who have secured the original floor plan to guide their restoration efforts.

Capt. William Hall came from Burlington in 1878, forsaking the lakes for a farm near the corner of Filmandale and Plains Road. A motel is on former Hall land.

Job's Lane is named for the family of John S. Job who settled in that vicinity in 1880. John R. Job farmed on land west of Campbell's Corners. The Walter B. Job Ltd. feed business on Plains Road was started in 1928.

Campbell's Corners is a misnomer. Once at that spot, there was a sign, "Campbellville Village Inn", with an arrow pointing east. In time the sign became broken and only the word "Campbell" was left. Bus drivers would call out, "Campbell's Corners" and the name stuck.

The Easterbrook family home, "Inverness", is near the north-east corner. Thomas Easterbrook came to Aldershot in 1859, after settling in Canada in 1831 from England. His brother, William, had the toll gate at Campbell's Corners. Thomas was married twice and had two families. Among his descendants are Pearts, Smales, Lambsheads, Jobs, and Smiths.

The Easterbrooks had two brickyards and two saw-mills. Clay used for making bricks is still available. Another brickyard, on the south side of the highway was owned by William Gibbs. His son, Tommy, was a non-conformist. He dressed strangely and lived in a hut on the Bay shore just west of Burlington. Boys skipped school to visit him and hear his stories. He earned a living by digging drains. It is related that when he started the day's work he would toss the loaf of bread for his lunch ahead of him and where it landed would mark the spot where he would cease from his morning's labours.

The western stretches of Aldershot once embraced the Hendrie farm. The old outlet from Cootes Paradise to the Bay was at the foot of the Hendrie property, not at the High Level Bridge where it is now. William Hendrie and Daniel C. Flatt were the first to raise Holstein cattle in Wentworth county. From there the Hendries went on to raise purebred racing horses, among them Martimas and Lyddite, winner of the first King's Plate in 1901.

Eddie Whyte worked at the Hendrie stables as a boy before the turn of the century. He became their horse trainer and in the 25 years of his career gained a reputation as one of the best trainers in North America. He lived on Unsworth Road. Whyte's efforts were crowned with the achievements of Martimas, born in 1896, whose winnings totaled $52,000. A stone to Martimas' memory is in the garden of 1092 Unsworth Avenue N., once the Hendrie summer residence.

The Hendrie's groundsman's home at 1064 Unsworth Avenue has been enlarged and is occupied by the family of Leslie Laking, director of the Royal Botanical Gardens. The jockey's house was moved in two sections from Plains Road. One half is on Patricia Drive, at the foot of Gorton Avenue, and the other is to the west, on Patricia.

The Hendrie family founded Hendrie Cartage in Hamilton and a son of William Sr., Sir John S. Hendrie, was mayor of Hamilton and lieutenant-governor of Ontario.

In September, 1931, 122 acres of Valley Farm were presented by George M. Hendrie to the city of Hamilton as a park in memory of his father, William, and his four brothers. This land was turned over to the Royal Botanical Gardens to become Hendrie Park and part of it, opposite the administration building, is now the Centennial Rose Garden. The ornate Hendrie Gates, designed by Fred J. Flatman, were dedicated Thursday, October 12, 1964, and are an outstanding contribution to the park at the sweeping highway curve.

When Hamilton consisted of little more than a blacksmith shop and a few buildings, Daniel Freeman Sovereign settled in Aldershot on a Crown grant as a United Empire Loyalist at the time of the American Revolutionary War. His ancestors had emigrated to America about the middle of the 18th century. The original Sovereign homestead was torn down to make way for the Queen Elizabeth Way but a later Sovereign dwelling is the home of Earl Sovereign at 1176 Plains Road east.

West of this home, next to the 1017 Plains Road home of Ross Peart, is a brick wall overlooking the highway. Behind it is the Union

burial grounds, established in 1848. Ten families started the small cemetery on land owned by Ashael Davis. These early settlers were: Tom Baxter, Joshua Kerns, Jacob Fisher, Charles G. and Gilbert Davis, sons of Ashael Davis, George Ghent, Ashael Gage, James Gage and David Ghent. Other well-known families came later: Cummings, Pearts, Fosters and Crosbys.

There are still other old Aldershot families whose names should be remembered, the Cutters, the Hopcotts, the Manns, the Bowens, the Vyses, Haywards and Bullocks. A few farmers still remain but in the southern section of Aldershot the land is becoming occupied by homes and Plains Road is lined with commercial establishments. The beauty that once was is known no more.

Aldershot had its share of amusement parks on the bay. The earliest was the Bayview operated by George Midwinter and later by Matthew Ryan. The park, begun in the 1880's, flourished for many years. Situated at Rock Bay where the Carrolls once lived, it was reached from Hamilton by steamer. For many years the "Lillie", the "Shamrock" or the "Maggie Mason" made frequent trips each day in the summer with crowds of fun-seekers.

The park on the embankment over 90 feet above the bay was reached by a small incline railway with two cars powered by a steam engine at the top of the bank. The more energetic could walk up one of the two stairways.

The merry-go-round was turned with a hand crank by an ex-sailor named Judd. There was a roller skating rink and the Bayview Brass Band accompanied the skating and dancing in the days before "canned music". Track and field sports were held and there were swings for young lovers and the small fry.

The Bayview Hotel housed a winter and summer bar, a pool-room, restaurant, candy store and ice cream parlour. There were four bedrooms in the large section of the hotel and two summer houses, one overlooking the bay for dining. The great days passed, the incline fell into decay and eventually the Bayview was forgotten. Wabasso Park to the east became the place to go.

The land for this park was purchased by the Hamilton Parks Board of Management in 1912 and developed over a period of ten years. A pavilion was put up in 1918 looking just as it does today. A bathing house was constructed in 1922, an attractive functional building which later burned down. The ruins still stand down by the bay partially covered by underbrush. Several other buildings were constructed along with a dock, roller coaster and ferris wheel. Baseball diamonds, picnic facilities and pleasure walks were other attractions. Thousands would attend picnics and outings, arriving by car and boat. Tours and ferry services were offered by Canada Steamship Lines.

AWAITING THE MACASSA ON WABASSO DOCK

Wabasso Park's name was changed in 1923, when the Wentworth Historical Society erected a plaque to commemorate the landing of Sieur de LaSalle, the French explorer. In later years LaSalle Park, once one of southern Ontario's finest picnic and recreational grounds, ceased to attract. The ferris wheel and roller coaster were taken down and the pavilion stood idle and forlorn. A second monument stands in the park. It is a First World War cannon placed to overlook Hamilton Harbour. It provides a perch for climbing children who also enjoy splashing in the park's large wading pool.

Plains Road, running through Aldershot, was once the Hamilton-Nelson toll road. Toll gates were set up at the Valley Inn, at Unsworth's, at Easterbrook's and on Waterdown Road. In the early days, when travel was by stage coach or horse-drawn vehicle, hotels were spotted at frequent intervals for the weary travellers. Over the years in Aldershot they were at Fenton's Valley Inn, the Bayview, Blain's on the south side of Plains Road near the Roman Catholic Cemetery, one by Unsworth Avenue, Kenny's near East Plains United Church rectory, Shorty Briggs' at the Bay by LaSalle Park, the Red Light Hotel at Hall's Corners, and the Roderick Hotel on the Waterdown Road near the Aldershot station.

One of the first businessmen in Aldershot was Robert Sinclair, a custom shoemaker who settled in 1856 at the south west corner of LaSalle Park Road and Plains Road, known as Aldershot Corners. Across on the south-east corner was a general store and post office and blacksmith shop. Coal oil for the lamps used in those days was stored behind the blacksmith shop. A spark from the forge one day started a fire that destroyed all the buildings on the corner.

The post office at Aldershot opened in December 1856 and the first postmaster was Alex Brown. One of the postmasters was listed as J. Roderick and in October, 1898, when George Sinclair, son of Robert, took on the task it was the beginning of a family tradition. George's son Bruce was postmaster until 1556 when he joined the staff of the Burlington post office. When Bruce left, Jean, his sister, took over the work.

About 1913 a new building was put up on the north-east corner as the Aldershot Post Office and general store. It was remodelled into a drug store and eventually occupied by Fred Huffman. In 1960 he sold it to Carl Rudolph who operated a variety store there. The Royal Bank which has a modern new branch east of "Rudy's" also began in this corner store using a part of it a few days a week. The bank later built a small frame building on the site of its present establishment and the cash was transported back and forth between Hamilton and Aldershot.

Across the road a row of modern stores just east of the south-east corner was built about 1958 and extended the next year to include a drug store. The south-west corner, known as Joe's Place was a stage coach stop. The renovated building continued to house small businesses until January 1964 when it burned down. The site is now a part of the property of Aldershot Contractors Equipment, a firm founded by Robert A. Henderson.

The Longacres Shopping Centre was begun in 1951 west of Campbell's Corners, and two years later a post office was opened there.

CHURCHES

Some of the Aldershot houses of worship date back to the early days. The oldest congregation in the area is East Plains United, on Plains Road east. It is believed services began in a log building. The second church was said to have been on the present site of the Busy Bee Supermarket on the south side of Plains Road. The third church was built in 1843 on land donated by Joseph Lyons. This was a frame building with a Sunday School building attached.

In 1858, Aaron Emery organized the Sunday School and was its superintendent for 26 years. His wife, Jane, felt the school should not be stopped in the summer and for three years it was held all year round. In 1892, a brick church was built at a time when there were 77 members. This church was destroyed by fire in 1907. The pulpit carved by W. E. Peart, and a china communion cup used by the original congregation were among the few items saved. The same year a new church was put up at a cost of $9967.

THE OLD

THE NEW

CHURCH OF ST MATTHEW ON THE PLAIN—ALDERSHOT

In 1956 when a sanctuary and Fellowship Hall were added the 521 members gave an example of the ecumenical spirit when they accepted the invitation of Holy Rosary Church to use the parish hall for services while the construction was continuing

A Christian Education complex was completed in 1965 at a cost of $200 000.

Mr and Mrs Henry Wyatt Anglicans who had settled in Aldershot in 1845 felt the need for a church closer than St. Luke's in Burlington In 1849 the first gift for their new church came from Lord Bayning in England. The money was invested and bore interest for many years before it was used Matthew Clark brother in law of Mrs Wyatt, made two donations which paid for the majority of the cost of the church completed in September 1861 at a cost of $1581

The name of the Church of St Matthew-on-the-Plain may have been used to honour St Matthew since the church was dedicated the day after St. Matthew's feast day. On the other hand the name of the generous donor Matthew Clark may have inspired the choice. Seats were placed around the walls until pews were installed years later. It was called the Wyatt's Chapel of Ease at first. Until 1915 the church had no foundation and a pot-bellied stove provided warmth and oil lamps the illumination. During 1915-16 a foundation was added, all labour being voluntary.

With the growth of Aldershot, St. Matthew's was faced with the task of meeting the needs of a larger congregation by the 1940's. Percy Gallagher, a local builder, supervised the men of the congregation who built an addition to the church itself along with washrooms, furnace, kitchen, vestry and a parish hall.

In the latest chapter in the St. Matthew's story the historic "white church" has been torn down and a modern structure built at a cost of over $150,000.

A contribution to the building program links the past with the present. The farm of the Wyatts who donated the land for the first church was sold to John F. Read, a retired sea-captain. His daughter-in-law Mrs. Agnes Read lives next to the church with her son and daughter-in-law. The Reads in 1966 donated the land on which their house stood to make room for the new larger church, requesting only that their home be moved to the east and located on land still next to the church.

West Plains United Church dates back to before 1876 when William Hendrie donated land for a church. The new one-room building on Plains Road west, called the Methodist Episcopal church, seated 90. In 1885, when there were 25 members, the name was changed to West Plains Methodist and with church union in 1925, to West Plains United.

The Hendrie estate donated more land and in 1930 the present large brick church was built. It was not, however, until September 1954 that the church had its own minister. Previously the same minister served East and West Plains. In December 1962, sod was turned for the new Christian Education addition which was ready for use the next year. Only part of it is visible from the highway because the structure extends down the bank to the rear, overlooking the Hendrie Trails.

Another historic Aldershot congregation is that of Holy Rosary. The Gothic style chapel at Holy Sepulchre Cemetery built in 1889 was once the only Roman Catholic edifice in Aldershot. It was used for burial services and for annual services each November 2. Roman Catholics had to travel to Hamilton to attend services until 1947 when the first regular Masses were held for the 22 families in Aldershot. The year before, nine acres of the Bowen farm had been purchased at Shadeland Avenue and Holy Rosary school erected. The Church services were held in the auditorium and Father Bernard W. Harrigan, former principal of Cathedral

High School, Hamilton, the first pastor lived in the old Bowes farm house.

In 1955 Holy Rosary Church was built to accommodate 450 people and the new rectory blessed May 22, 1958.

The two newest Aldershot churches are Park Avenue and Aldershot Presbyterian. The former began in 1948 with cottage prayer meetings. In 1962, the 120 members worshipped for the first time in their new building erected at a cost of $150,000. The structure houses a sanctuary seating 470, Sunday School rooms and office facilities, arranged around the central courtyard.

Aldershot Presbyterian, set back from LaSalle Park Road was opened in the spring of 1957. Worship for Presbyterians in Aldershot had begun in May 1953 when Glenview School was used for Sunday afternoon worship.

Education has not been neglected in Aldershot. The first schoolhouse, the Applegarth School, was built on the site of St. Matthew's cemetery in 1831. A second one was located farther east on property which now belongs to East Plains United Church. In 1868 it was decided to unite these institutions and two years later a one-room school, called the finest in a 40-mile radius of Hamilton, materialized. This school at the north west corner of Plains Road and Howard Road, served the farming community for 43 years until 1913.

In 1912 the area was divided into East Flamboro S.S. No. 1 Maplehurst and No. 2 Fairfield. In September 1912 the new Maplehurst School opened but three months later it burned down and classes had to be held in the basement of East Plains United Church. By spring 1913 Maplehurst was opened again and that fall the newly constructed Fairfield School in west Aldershot received its first students. The twin schools each contained four rooms, two unfinished, each school costing $25,000.

In 1928 the second two rooms were completed and utilized. The school population did not increase too rapidly and by 1935 there were only 135 pupils at Fairfield.

In 1945 a four room addition was built on Fairfield School for $50,000, twice the cost of the original school. The addition was only partially finished inside and was not completed until 1948—at a further cost of $20,000.

At Maplehurst also a four room addition was built in 1945. In 1958 five more rooms were added and another five in 1966. As building spread eastward another school was necessary, this time Glenview, on Townsend Avenue behind St. Matthew's Church. By 1952 the new school was opened. Marble partitions necessitated by a steel shortage at the time of construction grace some of the washrooms.

Aldershot's first kindergarten teacher was Mrs. J. Horsley who came to Glenview in 1951. Students from Maplehurst attended kindergarten at Glenview until classes were begun at their own school.

In September, 1953, an eight-room addition to Glenview was ready for use, and in 1955 the nine-room King's Road School on Greenwood Drive (then Sand Road) was erected. After amalgamation Glenview witnessed another four-room addition in 1959, and in the same year King's Road had eight rooms added. Public school demand in Aldershot was met for the time being with the building of the six-room Woodview Public School on Flatt Road off Waterdown Road in 1962.

William Stuart was principal of the old school at Plains and Howard Roads for over 30 years. Miss Freda Leathorn taught at Fairfield from 1926 until 1959. Miss Isobel McInnis, well known in musical circles, retired in 1962 after teaching for 40 years at Maplehurst. Under her guidance Maplehurst students excelled in choral work.

Prior to 1961, Aldershot students had attended Waterdown High School. In September, 1961, Aldershot High School, built on Fairwood Place West, was ready to receive the 415 students in grades 9, 10, and 11. The two senior grades continued at Waterdown until the agreement with the Waterdown District High School Board was terminated.

Donald Thomas was the first principal of the school which held its first commencement in November, 1963, for the grade 12 graduates.

By 1964, the first grade 13 students were graduated and the school was becoming crowded. The following year a 260-pupil addition was completed with its commercial areas and shops. Aldershot High had become a composite school.

"May the search for truth be our guide" is the school motto. Communication with Aldershot, England, produced a copy of that town's crest. A lion and a crown were used in the high school crest with the addition of a maple leaf for a Canadian touch.

The school was the winner of the F. H. Gildea Memorial trophy at the Hamilton and District Science Fair in 1965-66 after coming second the year before. In Southern Ontario Secondary School Association sports, Aldershot has won at golf, girls' track and field, girls' gymnastics and boys' senior basketball.

Harold McCollom, the former vice-principal of Central, is now principal at Aldershot.

Community activities in Aldershot have been legion over the years. In 1919, the Aldershot Lawn Bowling Club was formed. The club flourished and teams competed in many tournaments. In 1931 the club's present quarters on Shadeland Ave. were built on land made available by George D. Filman.

A garden club was formed in 1924 and a horticultural society in 1927. The Aldershot Women's Institute was organized March 21, 1930

The women did war work in World War II and supported many causes. In 1961, with the disappearance of the rural community, the Institute disbanded. Some of the members continued to hold meetings to finish the history of Aldershot they had begun.

A community council was formed in April 1951 with Robert Pinhay the first president. It was in this same year that water mains were laid hooking up to the Burlington water supply at Indian Point.

Several boys' ball teams were sponsored, including the champion Aldershot Aces. Halloween parties were sponsored and a library established at St. Matthew's Church. The Teens Canteen was held at Fairfield School and a learn-to-swim programme at Hidden Valley in the summer. The Council's charter was taken over by the Aldershot Property Owners' Association after amalgamation.

Kiwanis and Lions Clubs were formed in 1959. Shortly after its inception the Kiwanis Club bought a piece of swamp land on Townsend Avenue and developed it as Kiwanis Park. Both clubs gave large donations to the building fund of the Joseph Brant Memorial Hospital.

The Aldershot Senior Citizens club was formed in 1962 with Joe Walmsley the first president and Roy Freckleton honorary president.

This, then, is Aldershot: large dairy and fruit farms giving way to market gardens, the smaller holdings in turn becoming residential subdivisions, a commercial strip developing along Plains Road and larger industries farther to the north. Since amalgamation the area has been linked more and more with Burlington and as services like sewers and street lighting are gradually added, the feeling of being a part of the town will become even stronger. Yet it will be many years before the name Aldershot is forgotten and its residents cease identifying it as a place apart.

20

The Three R's

The early pioneers could give little thought to formal education during the years when they were struggling to make a place for themselves in the untamed country. In families where the sons did seek education in order to enter a profession, they often had to travel long distances to find schools.

A biographical sketch of the David Springer family notes that before 1810 "the facilities for education were limited, there being no school nearer than Toronto or Fort Erie." Another man, Robert Miller, who was to become reeve of Nelson Township in later years, lived in Zimmerman as a young boy. His biography in the Halton County Atlas states: "Schools were not as free or as accessible then (about 1828) as now (1877) and he obtained his education in the Town of Dundas."

A recent history of Dundas mentions that in 1828 Manuel Overfield and James Durand of Dundas, Caleb Hopkins of Hannahsville and Abraham Nelles of Grimsby advertised in the Gore Gazette of Ancaster for a teacher of high school subjects. They subsequently hired Hugh McMahon, an excellent mathematician who also taught languages, and boys came from miles around to attend the high school which was set up in Mr. Overfield's home.

Another area high school located in Hamilton was called the Gore District School and one of its pupils was Reeve Robert Kerr Chisholm of Oakville who was born in Nelson Township in 1819 and attended early classes in the common (public) school at Nelson.

The difficulties of obtaining even an elementary education are recorded in the story of another Halton County man, John Warren of Esquesing who was seven years old in 1832. "His advantages for an education in the early part of his life were limited. For four years after coming to this country from Scotland he was obliged to receive his education at home until in 1836 a school was commenced in a little log house that had been used as a carpenter's shop but had been cleared out for the purpose."

"A teacher was employed, Mr. Charles Duncan, from Nova Scotia for three months of teaching in the winter for which each pupil was obliged to pay $1.50. He "boarded round" with the parents of the youths who attended school. Young John attended this gentleman's school for five or six quarters during the winter months and in vacation tried his best to improve his mind by reading what books and literature it was possible to find. He served a good apprenticeship in learning how to swing the axe and the grain cradle and how to drive oxen. Those lessons were by necessity the rule, while school education was the exception."

An account of travels across Upper Canada in 1836 mentions the sad lack of interest in education. "Some schoolhouses built by the wayside were shut up for want of schoolmasters, and who that could earn a subsistence in any other way would be a schoolmaster in the wilds of Upper Canada? Ill fed, ill clothed, ill paid or not paid at all boarded at the houses of different farms in turn, some men, mostly Scottish or American, did teach, but were totally unfit for the office they had undertaken. There were no female teachers except in the towns."

The formal education of girls outside the home was largely ignored in the early days, but United Empire Loyalist Isaac Van Norman was vitally interested in the education of all his children. It was his son who established a school for the education of young ladies, known in former years as the Burlington Academy. He subsequently went to New York, where he carried on a ladies' school known as the Van Norman Institute.

School attendance was not compulsory and many children started classes when it became convenient for the family, or else they attended only in the winter months when their help was not needed on the farm. It is written of one Nelson Township man born in 1849 that "owing to the death of his mother when he was but eight years of age, his education was very indifferently attended to until he was 16, when he entered the County Grammar School." Even though his education began when most boys of today are almost finished high school, this man persevered through university and later became a doctor in Toronto.

Another example of early education in this area is quoted from the Atlas. "Around 1840, one boy was sent to classes at an early age but because of the inefficient state of the common school, little or no progress was made. One day his father asked him how many rods there were in an acre of land and the boy couldn't answer. The father said, 'If this is all you have learned in seven years at school, I will teach you how to work on the farm instead.' The boy then commenced the pursuit of knowledge under difficulties by driving the team all day with one hand, with his book in the other hand.

He was then a student in earnest and gave up all his boyhood sports and amusements for that of intense and close application to his books. During one year of self teaching he made greater progress than the seven years at school. One day he was resting under a shade tree after working in the hot corn fields. His father came along and said 'Is this the way you work? I think you might as well go to school, as you are no good on the farm."

This boy was Clarkson Freeman, who was graduated as a medical doctor in 1853 and practiced for awhile in Lowville, later moving to Milton.

As the scattered communities that make up the present town complex of Burlington grew and prospered, more schools were built, but unfortunately reports of their activities were not preserved. There are records which show that an early school in the Aldershot area was called the Applegarth School, built by one of the early families in 1831. This was located on the site of what is now St. Matthew's Anglican Church cemetery on Plains Road.

If settlers wanted schools, they had to build and maintain them and find a suitable teacher by themselves, since there were no taxes levied for educational purposes. Notes taken at a meeting of ratepayers in 1835 report a discussion on the school situation in lower Nelson Township.

There were no public schools in the Port Nelson Wellington Square district at all, so the ratepayers decided to build one and Peter Fisher, a successful self-educated man himself, was appointed secretary to help draw up plans and raise the necessary funds. He offered one acre on the corner of his Guelph Line farm for the schoolgrounds and made up a subscription list. When the whole amount of £17 had been raised, a log school was built in 1835 at the corner of Guelph Line and the Middle Road (Queen Elizabeth Way). Children from miles around walked to classes at Fishers Corners School.

The log cabin, 24 feet square, still stands on the Fisher farm where it was moved after outliving its usefulness as a school. Paul Fisher, whose father attended classes in the log school, says that the desks were placed along the walls on each side of the room with a stool for each child. Girls attended classes with the boys, but the teacher segregated them. Boys sat on one side facing the wall and girls faced the opposite wall. When classes were being taught, each grade in its turn, the children stood at the front of the room while the teacher lectured.

In those days Port Nelson was a busy and prosperous port and some crews from the lake boats spent the winters here. The men were mostly uneducated, so they often enrolled in Fishers Corners School to learn the "three 'r's" and also to pass the long winter days. When spring came and the navigation season opened, they were gone again.

By 1872 when taxes were being levied to pay for education and the area was divided into school sections, a brick school with arched windows was built on the same spot. This one was formally named S.S. No. 4 Nelson Grove Academy, because a bush had been left around it, but people still called it Fishers Corners School for many years. It was on a holiday weekend that the school burned to the ground.

A third and larger school was erected on the same site about 1928. It served the Guelph Line area until the Q.E.W. overpass was built. A large oak tree on the site is the sole reminder of the schoolgrounds which existed there for more than a century. Nearby Glenwood Public School replaced the old one in 1946.

During the years of activity at Fishers Corners, schools were being built in other parts of the township too. Smith's Canadian Gazetteer of 1846 lists 195 common schools in Gore District. Nelson Township had 15, East Flamboro had 7 and neighbouring Trafalgar had 18 schools. The village of Wellington Square had 400 inhabitants in 1846, but the Gazetteer lists no common school here at that time.

There is evidence however, that a school did exist. The Ontario Archives have documents found in 1969 in a boarded-up cupboard at the home of R. A. Carlton, 5461 Lakeshore Road. The papers had apparently been placed there not later than 1876, possibly by Hiram Smith, great-grandfather of Mrs. Carlton, Mrs. John Richardson and Mrs. Wm. Wright of Burlington. Mr. Smith was the first postmaster of Wellington Square in 1856, a partner in business with Andrew Chisholm and later a school trustee.

One of the oldest papers is an account to cover the cost of tuition, pens and ink from September 28, 1842 to January 1, 1843 at the common school. There is a bill for repairs to the Wellington Square schoolhouse seats and many mysterious bills for "window glass and putty".

There is a petition for a school dated 1844 from the leading citizens of the village. The Honourable Dominic Daly, Provincial Secretary for Canada West, in reply to the Rev. Thomas Greene, rector of St. Luke's Church, regretted that funds would not permit granting the request since the amount disposable for the Gore District had already been allotted to the hiring of an assistant for the Palermo grammar school.

In the mid 1840's Hiram Smith moved into his new farmhouse just east of Wellington Square. It is known that four children in his family were in a school by 1850 since there is a bill for teaching "Miss Helen, Catherine, Isabell and Master Smith" from "Misses Agnes McIlwrath", plus two shillings for ink, slate and pencils totalling one pound, 15 shillings.

In 1851 Hiram Smith was elected trustee at the annual meeting of the householders and ratepayers of School Section No. 2, Nelson Township, an office he held for many years. At the same meeting Richard Unsworth, Junior, pedagogue, was re-appointed schoolmaster "on the same terms as last year", proof that there were at least two teachers in this neighbourhood. Unsworth was paid one dollar per pupil plus part of the government grant. It was his duty to collect tuition fees in cash or in firewood if money was scarce.

A year later No. 2 Nelson had a new teacher who signed the register "Richard Trottee Instructor". He graded each child's "Scholarship—Mental and Moral" as "Middling, Tolerably Good or Good". There were 47 scholars on the roll by 1853 and Mr. Unsworth had remained as "a duly qualified teacher holding a first class certificate".

With new qualifications, his salary was set at five pounds and two shillings or about $22 per quarter. A motion at the school board meeting in 1854 was carried, requiring that "each scholar shall pay the sum of two shillings and six pence per quarter for the ensuing year, balance to be made up by Government money and assessment on property in said section".

During the next few years there was a succession of teachers at S.S. No. 2 Nelson, some only staying for the six months of their contract, including Elizabeth Ryan, Harriet Bowes, Eliza Wilkins and Marion Brown. When Emily Hatton was hired in 1861 there were 61 children on the roll between the ages of five and 16, but the average roll call was 40 pupils with an attendance of 20, especially during harvest time.

Visits by the local superintendent were the only form of school inspection till 1871 and Rev. Thomas Greene was the township inspector around 1840. A brilliant graduate of Trinity College, he coached many district young men for entrance to University.

The next Inspector, appointed in 1861, was the Rev. Alexander MacLean, pastor of Knox Presbyterian Church.

Hiram Smith's documents enable historians to reconstruct the early days of S.S. No. 2 Nelson (the likely predecessor of Lakeshore Public School) from its misty beginnings up to the end of 1862.

In 1871 Robert Little, principal of the Acton Public School, became the first qualified inspector for Halton County, in accordance with a new statute of the Ontario Legislature.

His report to Halton county council in 1875 showed there were 59 schoolhouses and he concluded that "Halton will compare favourably with any county in the Dominion". The total number of pupils enrolled was 6,165 of whom there were 5,722 attending school and the number of teachers was 88.

A by-law was passed by Nelson township in 1871 saying that whenever the increased population of any school section warranted the employment of two teachers during the entire year, the money was to come from the Dog (tax) Fund, if the fund had enough in it. That same year Inspector Little reported that in three county schools two teachers were needed, the number of children attending these schools being 194, 124 and 2061

There are no records about the beginning of S.S. No. 1 Nelson, but it is likely that it preceded by a few years, the one on the Lakeshore. It was a small frame building that housed the village school at Wellington

THE OLD CENTRAL SCHOOL—ERECTED 1860

Square and it stood at the corner of Brant and Caroline streets. Later used as a residence, it was moved from Brant street a few years ago to make way for a modern structure now occupied by a variety store.

Today, Burlington's (Wellington Square's) first school house stands at 296 Appleby Line, a pleasant, well-tended home.

The needs of the village eventually outgrew the small school at Brant and Caroline and it was decided to build a larger one. On December 17, 1859 a Mr. Triller donated to the trustees of School Section No. 1, Nelson Township, one acre of land, the same property on which Burlington Central Public School now stands. A two-story brick building was erected which served the community for 52 years.

In 1860 it was legislated that the expenses of Common Schools be met by direct taxation. The first standardized textbooks appeared and the term "public" came into use, displacing the name "common schools."

When Wellington Square became the incorporated village of Burlington in 1873, responsibility for maintaining its schools no longer lay with Nelson Township. Trustees were elected each year for a two-year term on a rotating basis. In 1897 O. T. Springer, H. S. Hurd and Ed Weber were elected to the board, and were joined by L. Lowe, F. Haney and J. Allen in 1898. That year the board requested $2,500 from council

for school expenses and this was granted in quarterly payments of $600 or more

In 1897 R. H Watson, Alice G Riach, Millie Allen and Barbara Lowe taught at Central and Frances Misener and Ora Taylor at East Burlington (Lakeshore School) There was a total of 417 students in both schools and the teachers salaries ranged from $225 to $525 The rest of Nelson Township had 15 schools and 14 teachers.

The first Burlington Central Public School served until 1912 It was heated by wood burning stoves and sanitary facilities were primitive to say the least Principal Dan Smith was respected by all and a teacher popular with the younger children was Mrs Lomas

Plans for secondary education were made in 1906 when the population of the town was 1 230 High tuition charges and travelling expenses to Hamilton meant that many Burlington students were quitting school after the eighth grade

Elgin Harris was chairman of the school board and Rev James Kendall F W Galloway George Blair J J Fields and William Tuck, were trustees. Inspector F H Deacon addressed the board explaining that grants totaling $400 would be available if the village set up its own high school or continuation classes

Debentures for $2 000 were issued to add two classrooms to the present Central Public School After a great deal of arguing with council the money was made available, George Blair drew up plans for the building and the contract was let to Henry Garnham

Needing two teachers a principal and assistant, the Board advertised and received over 40 applications for the positions D Hicks of Port Dover a University of Toronto graduate, became principal

Miss Garnet Freeman, daughter of Smith Freeman of Burlington and a supply teacher at Central was hired to teach languages.

That fall thirty-four pupils were enrolled at the High School

The high school clases were divided into Form One and Form Two, now grades 9 and 10 In November six students decided that Mr Hicks and Miss Freeman were pushing the work too heavily and dropped out of school Mr Hicks stayed only until the Christmas holidays when he departed, apparently due to a salary dispute

By 1911 Central School building was almost bursting at the seams with both elementary and secondary students and on November 24 the school board petitioned council for a new building. A by law was approved to provide for the erection of a new school at a cost of $55,000

Trustees for 1912 were chairman E H Cleaver W C. Kerns W E. Tuck W R Watson, B A. Stephenson, J T Tuck and H J Blair

The new building had eight classrooms, four on each floor with extra space in the basement Materials were supplied locally

Burlington was very proud of its modern new school—"an education institution unique as it takes pupils from kindergarten to matriculation."

During the years of World War I, most town projects were postponed, so in April 1918, Reeve Hughes Cleaver said at town council, "We do hereby express our approval of the formation of a High School District to be composed of the entire town of Burlington and all that part of the Township of Nelson known as the Old Survey, the building not to be constructed until the conclusion of the War."

The school board ran into much opposition in 1919 when they decided they wanted a high school for Burlington alone, so they formed a high school board headed by Charles Potter and including Rev. D. Anderson, T. H. L. Bamford, Dr. R. J. Husband, W. J. Stinson and Mrs. W. Symington. Council was asked for $60,000 to buy a site and build a high school. A by-law was passed in September, 1920, for this amount. The next day the board agreed to purchase from J. C. and M. C. Smith 4½ acres just west of the public school grounds for $6,000.

Town Council was asked to pay for the Smith site, but by then the 1921 council was in office and it refused the money. The school board then sought a ruling from the Courts and the judge gave his verdict that once consent had been given by council, the next year's council could not rescind it. The board got the site it wanted and the Smiths got their money.

In January 1922, council recommended "that the High School board proceed with the work of building a new high school as early as possible to help relieve the unemployment situation which exists in the town of Burlington." The board found it needed a further $22,000 to complete and equip the building. Council turned thumbs down, but after lengthy and heated discussions, agreed to issue debentures—not for the exact amount asked, but for $21,995!!

From 1921 until the fall of 1922 when Central High School opened with D. A. Welsh as principal, classes were held in the Queen's Hotel, the public library and the Oddfellows Hall on Brant Street. When the continuation classes were withdrawn, John A. Lockhart was engaged as principal of Central Public School and he continued for 26 years in this position until 1947, later serving as Mayor of Burlington.

The number of high school students rose steadily from 72 in 1920 to 220 in 1925. By then, two classrooms in the public school were being used to take some of the overflow. In February 1927, the board applied to council for $31,000 to enlarge the high school. The matter was submitted to the electors and defeated. It was defeated a second time a few months later and at this stage there were 273 students enrolled, with extra classes being held in the War Veterans' Hall, the Library and the Town Hall on Elizabeth Street.

Town opinion was split on the question because there were extra rooms in Central Public School, and some contended these should be used as well as rented rooms downtown, rather than spending taxpayers' money on new facilities. James MacFarlane Bates was appointed principal of Central High School in 1928 and in a short time he was engaged in a publicity campaign which led to the approval of a new addition in 1929. Before long, Mr. Bates had engendered school spirit with a sports program, cadet corps, school colors and other extra-curricular activities.

The sum of $77,000 allotted to the enlarged school was spent on an auditorium, a gym, seven classrooms, an office, teachers' room, two lunch rooms and cloakrooms. The students took several years of fund raising drives and concerts to provide the auditorium with furniture and a stage curtain. Further additions and alterations have been made in the past 25 years at Central, and in 1947 Burlington-Nelson District High School Area was formed, making the school the property of the township instead of the town.

By then there were 400 high school students and a staff of 17 teachers under Mr. Bates. M. M. Robinson was chairman of the High School board. Some of the respected teachers of Burlington Central High have been Miss Eva Newham (later Mrs. Paul Fisher), Miss Annie Haight, Miss Emma Eby (who retired in 1959) and Miss Edith Green. W. J. B. Kay, now retired, was one of the institution's most successful and beloved staff members.

Principal Bates, who retired in 1963, served with the RCAF during World War II and W. J. B. Kay was acting principal in his absence.

The late N. H. Craig was an informed and highly effective chairman who contributed much to the advancement of education here, as did E. Holtby, for many years the secretary of the High School board.

Other schools were being built in nearby communities which were to become part of Burlington many years later. A school in the Aldershot settlement was erected in 1870. It stood on Plains Road opposite the present Towers Store. When Maplehurst School was opened in September 1912 and Fairfield School in 1915, the old schoolhouse was sold. It served several commercial purposes before it was torn down in recent years.

Another school was S.S. No. 14, located at the head of Maple Avenue. Sometimes called the Plains School or "Miss Pattinson's School," it was erected by George Blair, who installed the blackboards, built the fence around the yard and dug the well, all for $2,050. Miss Helen Pattinson taught there for 40 years. Located near the present overpass on Plains Road, this school shared the fate of Fishers Corners and Appleby Schools. When highway facilities needed the property, it was demolished.

Two more schools, built in the 1800's, were S.S. No. 5 at Nelson Corners and S.S. No. 7 at Tansley. Both buildings are still in existence. Miss Beatrice Bunton taught at both schools between 1916 and 1939.

In the northern section the population was widely scattered. By 1877 there were, not one or two, but eleven schools dotted across Nelson township from Fishers Corners and Appleby Schools in the south, to Limestone School and Bell's School near the northern boundary.

School Section No. 12 was the Limestone School, first a log cabin and then a frame building which burned in 1933. The replacement school is still standing as a private residence at 3179 No. 10 Sideroad.

About 1830, Absolom Bell emigrated from Scotland to Canada and located on a tract of forest land, the haunt of wolves and bears, three miles from Milton. Looking ahead to the future, he donated land for a school and the site was cleared of timber by Mr. Bell and his four sisters who later married the Messrs. Dixon, Cline, Cummings and Page. Some of the first pioneer settlers who arrived shortly after Absolom Bell were George Hume, William Cartwright, Mike Corrigan, Abram Bell, John Shields, James and Henry McMaster, John Turnbull, John Garbutt and William Nervel.

By 1958 the days of Bell's School were numbered although it was decided to continue lessons there until a new building was provided. The new Kilbride School, erected in 1960, drew students not only from Kilbride, but from the rural districts of Mt. Nemo, Cedar Springs, Limestone, Bell's, Zimmerman and Lowville. Some of these schools had already been closed, such as the Lowville School, which is still a familiar stone building just inside Lowville Park, used now by the Recreation department during day camp sessions and for craft classes.

The new Kilbride School was officially opened on November 7, 1960, and in one corner of its grounds still stands the two-storey stone school erected in 1879.

A. S. Nicholson was chairman of the Burlington school board in 1918 when a new school was proposed for east Burlington to take the place of the old school on Water Street (likely the old S.S. No. 2 of Hiram Smith's time) to help relieve congestion at Central. Council agreed to place the issue before the voters.

Electors went to the polls on July 22, 1918 and registered their disapproval of the expenditure while a war was being fought.

Armistice was declared on November 11 and on December 31 the voters were again asked to decide the question. The clerk didn't record the results of the ballot, but in 1919 council endorsed the school board's decision to tear down the old building on Lakeshore Road (Water Street) and erect the East End School west of the Guelph Line. The brick school had four rooms and by 1945 four more rooms had been built at the rear.

Following amalgamation in 1958, when the school area was no longer East Burlington, the Board of Education had the name changed to Lakeshore Public School.

Just prior to the outbreak of World War I a red brick schoolhouse was finished on Walker's Line in School Section No. 15. It contained one classroom and a teacher's room on the ground floor with playrooms and utility areas in the basement. Strathcona School in 1914 had a registration of 29 pupils in the school built on part of Lawrie Smith's 200 acre farm. Prior to 1914, children living on the Lakeshore Road or near Walker's Line had attended either the Wellington Square village or Appleby schools. After 1911 J. T. Tuck represented the locality on the Burlington School Board and when Burlington was incorporated as a town in 1914, this outside area faced the necessity of forming a new school section.

Two acres of land were purchased from W. L. Smith on Walker's Line and Section No. 15 was formed in the centre of the area. The first board of trustees were Messrs. W. D. Flatt, J. T. Tuck and Colin Smith. It was decided to name the school after Lord Strathcona because a few years previously when the neighbourhood was trying to raise money to build a hall for public meetings, Lord Strathcona was approached for a donation and gave so generously that the building was named Strathcona Hall. Later Mr. Smith called his property Strathcona Orchards so the name seemed appropriate for the new school as well.

The original school now forms the central part of the present structure which had the south wing added in 1948 and the north wing in 1955. With the development of new surveys enrolment increased rapidly. In a half century there were three principals: Miss Mary A. Bate, Mr. George Green and Miss Edith L. Donkin whose retirement in 1964 coincided with the school's 50th anniversary celebrations.

The first Home and School Association in the area was formed at Strathcona. In co-operation with the teaching staff this group sponsored many activities in which pupils distinguished themselves. There was also an active Home and School Association at Fishers' Corners and in other schools as well. In Burlington the Home and School Association was established in Central High School before one was formed in the public school. Mrs. Frank Galloway was the first president. The teen canteen was started in 1944. The foundation for the present Home and School council in Burlington had this dedicated beginning.

Industrial expansion is comparatively recent in Burlington and many people remember when the emphasis was on agriculture and recall fondly the annual school fairs of their youth. In large tents children from the various schools displayed items they had made in manual training and domestic science classes. Since many of them lived on farms there were also colourful displays of fruits and vegetables cultivated by them and grave adjudication centred on the merits of their calves and chickens. The fair's weeks of preparation took place mostly in the fall when the apples, grapes and pears were ripe.

A team of horses would pull a wagon turned into a float decorated with sheaves of corn and pumpkins—and filled with as many children as it could hold.

The district agricultural representative at Milton supervised the fairs in different areas of the county and in this township there were several locations for fairgrounds. Burlington's fairgrounds were located first on Brant Street near the present Legion Hall, and later on the Queen Elizabeth Way (the Plains Road then) east of Brant Street. Fairs were held up on No. 5 Highway just west of the stoplight at Guelph Line, and trotting races were held in the open pastures which were rented for the day from local farmers.

Economic problems of the depression years hit Halton County as hard as any other place. In January 1933 at a conference of the Burlington public school board with teachers of the East End and Central schools, the teachers agreed to accept a cut in their salaries. "Teachers receiving $2,000 and over were cut 10 per cent, those receiving $1,000 and over 7½%, and those under $1,000 five per cent.

During the war years it was necessary to shorten the school terms at the high school. Boys from the farms had to work on the land and in orchards, in place of their older brothers and farm hands who had gone to war.

OLD SCHOOL HOUSE AT BRANT & CAROLINE STS.
BEING MOVED TO APPLEBY LINE—1950

The memorial board at Central High has 343 names of former students who served their country. Strathcona's honour roll bears the names of 91 former pupils (both men and women) who served in the war from that area.

The prediction made a few years ago that growing Burlington would be building one new public school a year for an unstated period, has been proved correct. Glenview School, Aldershot, was built on Townsend Avenue in 1951. In the New Street and Roseland area, the Lawrie Smith School was constructed in 1952 and named after one of the community's most illustrious settlers.

John A. Lockhart, former principal of Central Public School and a mayor of Burlington, had a school named for him in 1958. The school serves pupils from Burlington Beach as well as neighbouring blocks around Maple Avenue.

As the northern section of Nelson township continued to grow in population, one-room schools were gradually absorbed into Kilbride School and Fairview School which was erected in 1954 on No. 5 Sideroad near the Guelph Line.

Meanwhile Aldershot needed more classrooms and King's Road School was built in 1955 on Greenwood Drive. In that year, Clarksdale School on Mountainside Drive was erected in a fast growing subdivision north of the Queen Elizabeth Way. As Mountain Gardens built up between the Guelph Line and upper Brant Street, Mountain Gardens School was erected in 1959, further along Mountainside Drive, and to the north, Rolling Meadows School in 1960.

Burlington's core area continued to expand and Wellington Square School was built in 1956 on Yorkshire Crescent. To the east along the lakeshore, Shore Acres survey needed a school to take the pressure off Strathcona and one was built on Tuck Drive, just off Spruce Avenue and named after W. E. Breckon, for many years a Nelson township school board member.

When the township was annexed in 1958, children in the new subdivision of Elizabeth Gardens were provided with school facilities with the construction of Elizabeth Gardens School in 1959. It was the largest new school up to that time, with 16 classrooms. Since then, a further 14 classrooms have been added.

The school fever spread to Roseland Heights and the Ravenswood district and in 1961 John T. Tuck School was built on Spruce Avenue to serve this area south of New Street, honouring the name of another dedicated school trustee.

Woodview Public School was built on Flatt Road in 1962 with six classrooms, to further serve Aldershot students. The population explosion also continued in East Burlington where Pineland School was built in 1963. Extra rooms at Pineland the following year made the new senior public school system possible, and Grade 7 and 8 students from neighbouring W. E. Breckon and Elizabeth Gardens were transferred there.

The first building for senior students only, Tecumseh Senior Public School was built on Dynes Road in 1964. The latest in school design

triangular classrooms, was planned for Frontenac School on Pinedale Avenue, Burlington's newest school to date.

Since 1959 Burlington's Board of Education has planned and built approximately 450 classrooms and other areas costing about $5 925 000. Superintendent of public schools Douglas S. Lawless was appointed Assistant Director of Education in 1966. O. A. Gilmore was Superintendent of secondary schools.

The elementary school system provides for central libraries, the unit and rotary systems, a new program of Oral French for senior public students, Opportunity and Enrichment classes divided into schools across town. In 1966 there were Enrichment classes in Grades 5 and 6 at Glenview School and in Grade 7 and 8 at Tecumseh. A hard-of-hearing class is taught at Lakeshore School.

In September 1966, Burlington had 22 public and four secondary schools with 12 131 public school students and 4 758 secondary students studying under 706 teachers. There were also seven separate schools, administered by the Separate School Board.

Until 1958, education in the area now embraced in the Town of Burlington, was under the jurisdiction of six school boards. Elementary school direction was vested in three boards: Burlington, townships of Nelson and East Flamboro and a Separate School Board. At the secondary school level, there were Burlington District High School Board and Waterdown High School Board. The first amalgamated board in 1958 had as its chairman M. M. Robinson. Vice-chairman was Roy Coulter and trustees were Ross Segsworth, Blair Ross, W. A. Nicholson, Phillip Metherell, G. E. Kerwin, A. L. Bailey and Mrs. Ellen Dawes. Bruce Lindley was business administrator.

The Board of Education for 1966 under chairman R. L. McLean, consisted of trustees from each of the town's eight wards, plus an appointee from the Separate School Board and one representing Halton County. Heading the administrative staff at the Board of Education building at 2050 Guelph Line was J. W. Singleton, Director of Education.

In 1957, Nelson High School on New Street opened its doors to 550 general and commercial students in Grades 9, 10 and 11. With amalgamation imminent, and the Township due to disappear, the name Nelson was retained for the new school, honouring at the same time Admiral Horatio Nelson. Reminders of Lord Nelson are the school crest with a sailing ship, a ship's wheel and the motto "Diligens Providens" (Exact in action, exalted in thought), a yearbook, "The Victory", and a newspaper, "The Flagship".

Additions were made to the school in 1959 and again in 1964 making it a fully composite high school with academic, commercial and technical courses. By the end of the 1965-66 year, the 69 teachers and 1 570 pupils had established a fine record of scholastic achievement. The school has

won numerous honours and the staff and student body are proud of their top award winners in district and national Science Fairs, athletics, their drama festivals and the senior concert band. Instrumental music as a curriculum subject began at Nelson. Because of the enthusiasm created, it was adopted at Central, and at Aldershot and M. M. Robinson Schools when they were built.

First principal of Nelson High School was O. A. Gilmore. Miss Edna Robinson was principal from 1963 to June, 1966. She is now an inspector of schools with the Ontario Department of Education. Miss Robinson was the first woman to head an Ontario composite high school. Nelson's new principal is J. L. Phillips.

Aldershot High School opened in September, 1961. The first principal was Donald W. Thomas and he was followed by Harold McCollom. Mr. Thomas is now principal of M. M. Robinson High School on Upper Middle Road, which was opened in September, 1963 with an initial enrolment of 1,092 and 54 teachers.

The High School was named after Mr. Robinson in tribute to his long service to the cause of education.

"Quest '66" is the name of the school's year book and the school motto is "Per Ardua Ad Scientiam" (Through Work to Knowledge).

Burlington Central High School's motto "Hodie non cras" (Today not Tomorrow) admirably expresses the veteran school's purpose to keep up with the times. Emerson Lavender has been principal since 1963. The newest addition to the school is almost as large as the original building. Central has an enviable scholastic record and among its extra-curricular activities are its yearbook "Via Trita" and a splendid athletic record of achievement including a Canadian Scholastic Relay team which set a Canadian high school record in 1964.

Revolutionary changes in education have altered the course of Central High from a single purpose school to a three-branch institution. Today all four Burlington high schools are fully composite, offering the best in academic, commercial and technical training.

SEPARATE SCHOOLS

Roman Catholics in Burlington had no separate schools until 1948 when a four room school was erected on Brant Street. A parcel of land four and one fifth acres deep was purchased from William Bell and on May 7, 1947, a meeting of freeholders and householders of St. John's Roman Catholic Church was held. Elected as the first board of trustees were Rev. J. C. Warren as chairman, John Marck, Austin Fitzpatrick, John Ryan, Ford Cosgriffe, Fred Keller, Wesley Coombes, Joseph Rigby and Maurice Hastings.

The Sisters of St. Joseph provided the board with its first principal as they have continued to do for each of the separate schools. They also supply a teacher for Grade 1 pupils if one is available. Since 1965 all separate schools in Burlington have had kindergarten facilities.

When St. John's first opened 75 per cent of the enrolment was in Grade 8 and younger, a forerunner of future growth patterns. Today St. John's is a 20-room school and there are six other separate schools in Burlington. Since the town has eight wards and the Separate School Act calls for two trustees per ward, there are 16 school trustees sitting as members of the Burlington Separate School Board. They supervise the welfare and educational interests of over 3,000 children attending the town's separate schools. In 1958, St. John's and Holy Rosary in Aldershot accommodated 700 pupils in a total of 18 classrooms.

In 1951, Holy Rosary School on Plains Road at Gallagher Road was formed. The Rev. B. W. Harrigan, pastor of the newly-formed parish, directed the new board whose trustees included Robert Reed, Jack Pinnington and Vernon Granby. The school's first pupils were provided classroom space at St. Matthew's Anglican Church until Holy Rosary was opened with 94 pupils and three staff members. More rooms had to be provided for both schools by 1953, and a fourth expansion of five rooms in St. John's made it a 13-room school in 1955. A third school board was formed in Nelson township the same year and Trustees Elmer Fernandez, Jeff Kurtz and Ed Evans planned to build a new school and in the meantime leased services at St. John's.

A fourth board followed in 1959 to look after requirements east of the Guelph Line. Trustees John Visser, Ernest Hennessey and Doug Carrigan directed building of the six-room St. Raphael's School on New Street near Walker's Lane. St. Raphael's with 250 pupils and six teachers was opened in September, 1958. At the same time a three-room addition was built at Holy Rosary. With Burlington's northern section growing rapidly, another school was completed in 1959 on Parkway Drive in the Rolling Meadows subdivision and was named St. Gabriel's. It opened with eight rooms, 150 children and five teachers.

The individual boards disappeared in 1957 coinciding with annexation proceedings and were replaced by the present board. By 1960 it was necessary to add more rooms to St. John's.

Additions were constructed at St. Raphael's and Holy Rosary in 1962. St. Joseph's on Drury Lane was the next separate school erected with its eight rooms initially looking after 200 pupils. Carpeting of the rooms was an innovation.

Ascension School was completed on New Street near Appleby Lane in 1965, with 270 pupils. All eight rooms are carpeted. The seventh school in the system, begun in 1965, is St. Francis Xavier on Francis Road, which incorporates the latest ideas in school construction. Growth is guided by J. D. Hogan, inspector, and the Rev. B. J. Ryan, chairman of the board.

21

The Garden of Canada: Agriculture

Upper Canada was still sparsely settled when the early immigrants began organizing agricultural societies, the earliest being in the Niagara district in 1793. Only a few were in existence until after 1850. Halton Agricultural Society came into being in 1853 as did the four township societies of Nelson, Esquesing, Trafalgar and Nassagaweya. First officers of the Halton Society were Thomas Douglas, William Barker, D. K. Springer and Samuel Black.

The highlight of all agricultural society activities was the fall fair and in the early days it was often the settler's only social contact with the outside world. Halton County Atlas of 1877 reported: "The Annual Fall Show attracts an immense crowd and is one of the great events of farm life. The Society also holds a show every spring for the exhibition of stallions, of which Halton has some splendid specimens." Farmers exhibited their best livestock, grain and poultry and their wives brought their finest butter, homemade bread, eggs, dressed poultry and preserves. Local stores and industries displayed merchandise and tailors and shoemakers exhibited their best work in the handicraft sections.

Of Nelson township in 1877 the Atlas says: "The soil of the township is generally good, the larger portion of the timber being hardwood. Considerable pine timber was found in the township, but it has almost disappeared since the lumbermen commenced their operations. The land is rolling and in some parts very hilly or mountainous, spurs of the Burlington Heights running through its western and northerly parts. The Twelve Mile Creek flows through it, on which are several grist and lumber mills and factories.

"The township has an agricultural society which is well-supported by the farmers, and its exhibitions, particularly of stock and grain, are very fine." This description agrees with an earlier report in the Smith's Canadian Gazetteer of 1846 which said: "The Gore District consists of the Counties of Wentworth and Halton, and contains some of the richest, best settled and most highly cultivated townships in Canada West."

Of Nelson township it said: "In Nelson 43,433 acres are taken up, 18,354 of which are under cultivation. This is an old and settled town-

LEAF LETTUCE AND GREEN ONION HARVEST

ship containing good land, excellent farms and fine flourishing orchards."

Many farmers belonged to the Burlington and Nelson Agricultural Society which held its Fall Fair in a field on Brant Street south of Freeman. In the 1920's much larger grounds, which boasted a splendid racetrack, were purchased on the Middle Road at Freeman.

A bright red apple is featured on Burlington's town crest which is prominently displayed on the façade of the Civic Administration Building. The heraldic apple symbolizes the area's fruit growing industry in general although apples have brought prosperity to Burlington since United Empire Loyalists days. The Ghent and Davis families, who were among the first settlers, paddled canoes across the Bay from Saltfleet Township in 1805 bearing with them young apple trees they had raised there from seed brought from the Carolinas. Pictures taken in 1902 show these same trees gnarled with age.

The area of Burlington north of No. 5 highway always was considered the prime agricultural district, largely for mixed farming, and although some of the finest fruit orchards were still found between No. 5 and the Queen Elizabeth Way in 1966, housing developments were taking over acres of fruit trees. Apple fanciers are familiar with Chris Fothergill's farm on the Burlington-Oakville town line, Arthur Kemp's Strathcona Orchards, Fisher's Farms and Orchards on the Guelph Lane, as they have been since the 1830's, and Waldale Orchards with headquarters north of the Q.E.W. on Brant Street.

One of the prominent fruit growers at the turn of the century was O. T. Springer, whose orchards and fine Gothic style home were at the site of the present Brant Street shopping plaza. Where the house had stood, Bell's Cold Storage erected an apple warehouse which remained there for many years prior to the building of the plaza. Bell's orchard extended back to the Emerald Crescent area until the 1950's when the trees were gradually replaced by new houses.

Market gardens became established here and there from Aldershot to the fertile acres along Maple Avenue, where many of the mailboxes read "Thorpe", a family originally from Aldershot.

Years ago land on Maple Avenue could hardly be given away because of its sandy soil. Benjamin Eager bought it from the Brant estate and after cutting down the timber, offered the entire length of the road for $200 to one farmer who turned it down. He was in the grain-growing business and considered the sandy soil useless. It wasn't long however, before farmers realized the value of the soil for various vegetable crops and the land on Maple Avenue, in some cases, continued to support their succeeding generations.

ONE OF THE LARGE FLORIST'S GREENHOUSES
(INSET) AN EARLY GREENHOUSE — UNSWORTH'S — BUILT ABOUT 1900

According to the "Garden Of Canada" printed in 1902, "Most of the section was improved at an early date but less than 25 years ago the lands along Maple Avenue were a wilderness of brush and pine stumps. These have now disappeared and are replaced with luxuriant orchards, hedges, lawns and beautiful homes which testify to the remarkable suitability of the soil which is excellent, of great variety and well-drained."

Local farmers are members of the Ontario Fruit and Vegetable Grower's Association, including M. M. Robinson, Maple Avenue, who has been active in that association as well as on the Ontario Food Council. Mr. Robinson served as vice-chairman of the Ontario Food Terminal.

It is evident that local farming techniques and marketing have more than kept up with modern times. Colin and W. L. Smith won their share of prizes for apples at Toronto's Royal Winter Fair. W. E. Breckon counts among his many awards, that of being named World Wheat King with a sample of his white winter wheat.

The Burlington Horticultural Society was organized in March 1889 by the fruit growers of Burlington and district. Officers in 1902 included George E. Fisher, W. A. Emory, A. W. Peart, J. S. Freeman, W. F. W. Fisher, O. T. Springer, George N. Peer, W. V. Hopkins, Arthur Peer and Joseph Lindley. Local growers were also organized as the Burlington Fruit Growers Association. In 1902 a writer said, "Unaided and alone, the Burlington fruit growers were pioneers in exporting perishable fruits in cold storage and continue their weekly shipments with gratifying results." He also reported, "The same morning they are picked, Burlington fruits are placed on the breakfast tables of Toronto hotels still wet with dew."

George Fisher began shipping fruit overseas about 1897 and A. W. Peart's home "The Maples" became the Burlington Experimental Station in 1896 under joint control of the Ontario Agricultural College and the Ontario Fruit Growers Association. The fruit growers sought to increase their practical and scientific knowledge of all aspects of the fruit industry and to determine the varieties of fruit best adapted to the area's soil and climate.

Each director of the Horticultural Society had supervision over a particular fruit, and through the efforts of the society the fruit acreage of Burlington and district was doubled. Experimentation with over 250 varieties of crops, resulted in the hardiest samples of fruits and vegetables being produced.

For ten years, from 1892 to 1902, Burlington Horticultural Society won first prize at the Industrial Exhibition at Toronto for the best collection of fruits. Other honours were garnered at the Chicago World's Fair in 1896, the Paris and Glasgow Expositions in 1900, and the Pan-American in Buffalo in 1901. It was no accident that the Burlington area became known as the Garden of Canada.

Farmers at the turn of the century lacked mechanized vehicles but they still got their produce regularly to Hamilton market. They had to be there by five or six a.m. to get a stand, meaning that Nelson township farmers had to leave home by three a.m. for the two-and-a half hour trip to Hamilton by horse and cart.

Until the 1920's all local produce was marketed in Hamilton or through brokerage firms in various cities. In 1921, under the banner of "More profit to the grower — no increase to consumer," thirty growers in the area joined with others in the Niagara district and formed a co-operative. Today the Burlington District Fruit and Vegetable Growers' Association is headed by Peter Lindley and its main function is to help growers work out problems of shipping and pricing.

The Burlington Horticultural Society in March, 1919 was re-organized under the leadership of Rev. G. W. Tebbs with the objective of beautifying the town and assisting citizens in procuring and planting shrubs, trees and flowers. At the first meeting it was proposed to adopt the rose as Burlington's official flower and make the town famous for fine roses. This tradition is still carried on with the society's annual rose show and competition. President in 1966 was Wm. J. Packham.

In 1920 town property along the lakefront from Nelson Avenue to Burlington Avenue was drained, graded, cleaned up and put in shape as a park. Benches were donated by the Women's Institute and members of the society and property owners living opposite the park offered to keep the grass cut.

In 1924, Gore Park was put in shape and the following year Brant Park, opposite the Brant Inn, adjacent to the C.N.R. tracks, was taken over. The Boy Scouts, nearly every Saturday morning, worked hard in doing their part to improve the town's appearance.

Spencer Smith was president of the Burlington Horticultural Society in 1933 when members cleaned up the shoreline below Lakeside Park. In April, 1942, the site was re-named Spencer Park.

This valuable stretch of lakeshore is being extensively renovated as Burlington's 1967 Canadian Centennial project. The Horticultural Society maintained flower beds in Hydro Park, planted trees on many of the streets and was responsible for years for upkeep of all the town's parks.

Flower shows held regularly in Burlington for many years before the war intervened, were revived between 1950 and 1955. The Garden Club of Burlington was organized in 1953. By 1966 the club consisted of seven groups across town, with Mrs. H. Thompson, one of the founders, chairman of the board of directors.

In the spring of 1966, the Chamber of Commerce encouraged a scenic tour of the town so that tourists and Sunday drivers might appreciate the beauty and richness of Burlington's agricultural districts.

Burlington agriculture in 1966 has many specialties, from mushroom houses employing 85 people and producing two million pounds of mushrooms annually, to greenhouses covering almost two million square feet of land. Flowers are shipped to florists across Canada and fine tomatoes have long been one of the most profitable crops, together with melons, and all types of berries and fruits. Production reached its peak in Burlington between 1920 and 1940; some 8500 tons of produce are still shipped annually. Forage and grain production now account for 11 per cent of total income and the poultry industry, both chickens and eggs, is an important part of Burlington's economy. Local dairymen ship 15,000 quarts of milk daily. Sheep (the first herd was begun by Thompsons on Walker's Line in 1914) hogs, beef cattle, and even quarter horses still are raised within the confines of the sprawling area known as Burlington.

HAND MILKING — A LOST ART

22

Industry and Manufacturing

Wellington Square was never noted as an industrial centre. The Twelve Mile Creek had provided the first power for mills in the outlying areas but the Square itself was not so favoured in the early days. The only industry at first was in the arms of the settlers.

The same James Gage who bought the 338½ acres of Wellington Square from Joseph Brant's estate built a saw mill, shingle factory, lath and stave mills in Wellington Square as well as flour and feed mills in Nelson township. Gage continued to live on his farm in Stoney Creek and the businesses were managed by his sons. As the enterprises grew he employed more and more men to whom he sold land to build houses. He was also able to sell them construction materials and flour.

Gage sold his Wellington Square holdings to Torrance and Co. from Montreal. On Mr. Torrance's death, R. G. Baxter sold his business in Lowville and came to Wellington Square to manage the estate.

Gradually a business community evolved and with it a few industries catering to first, the grain and lumber trade and later farming. In 1846, according to Smith's *Canadian Gazetteer*, there was a tannery here, a pottery, two wagon makers, a foundry and a steam grist mill.

Along with the Gage-Torrance enterprises, other business came to the Square. On either side of Gage's wharf appeared Bunton's and Baxter's wharfs. Jonathan Galloway and Co. had its grain warehouse at the southwest corner of Brant and Water Streets, overhanging the bank of the lake and Jonathon's son, Frederick, later was a partner in the firm of "Galloway and Baxter," grain brokers, across the street at the northeast corner of Water and Brant.

The 1877 Halton Atlas bemoaned the lack of industry: "the manufacturing interest is but little represented which is to be regretted as the locality is especially well suited for this line of trade, the shipping facilities both by land and water being exceptionally good." The railway had given some impetus to industry when the Great Western came to town in 1854.

James Allen started a carriage factory in 1855 which in 1877 turned out vehicles described as "hard to surpass in excellence of finish and durability". The company was later sold to Tuck and Webber.

Another of the early manufacturing interests was the "wire works" of Crooker Bros. and Co. This was purported to be in 1877, "the only one of the kind on the continent of America and possibly on the globe, the wire turned out of this establishment being under a patent of which Messrs. Crooker are themselves the inventors." This was a process whereby after the wire was made, it was dipped to galvanize it for beauty and durability. The company went on to manufacture fancy "turned" baskets from the wire.

W. J. Douglass ran a saw mill and planing mill towards the later part of the 1800's and Benjamin Eager had his lumber interests and mill. William Bunton had a brick shop at the foot of Brant St. He owned a block of land from St. Luke's church to Locust and from Water St. to about where Caroline St. is now, where he had other business interests. Any other industries at this time were far outside the limits of Wellington Square in the smaller centres along the Twelve Mile Creek.

Towards the end of the 19th century a few industries were established, mostly allied with farming and dependent on the railway for transportation. Flour mills and canning factories were needed by the local farmers to process the products of the field and orchard. In some cases these industries were built and managed by the farmers themselves.

The Burlington Box, Barrel and Basket Works was established in 1893 at Freeman by W. T. Glover, a fruit grower. All kinds of fruit containers were made including the imperial crate invented by Mr. Glover. By 1902 this was so much in demand that it was impossible to keep up with the orders. The raw material, the logs, were shipped in by rail and a 1902 publication claimed, "It is incomprehensible the quantity of timber used every season — elm and basswood mostly."

By 1906 the firm became known as the W. T. Glover Manufacturing Co. Ltd., with a nation-wide clientele. The officers in 1917, W. T. Glover, managing director, W. F. Fisher, president, and E. W. Lewis, secretary-treasurer, were described as "gentlemen of experienced methods and untiring energy". The Glover Basket Company is now a branch of Oakville Specialties Ltd., owned by S. J. Zacks of Toronto. On the night of December 20, 1966, fire raged through the basket factory burning it to the ground. No future plans have been disclosed at this time.

The Coleman Lumber Company was established by A. B. Coleman who, as a teenager, had been building homes in town. By the time he was 21, in 1886, he was the owner of a planing mill on Ontario Street, which he operated there until his business demanded larger premises. In the

winter of 1895 he built a large new mill, also on Ontario Street, which was destroyed by fire June 21, 1898.

The following February the Coleman Lumber Company's secretary-treasurer, James Harrison, opened a planing mill and lumber yard on Brant Street at Ontario Street, extending back to John Street. By 1902 the planing mill was "fitted throughout with new machinery of the most improved make and is operated by electric power from Niagara Falls. The machinery was run by a first-class machinist, A. Coates."

Mr. Coates learned the business well, because by 1908 we find him proprietor of A. Coates and Son with offices, mill and yards on Brant Street—about where the parking lot is, adjacent to Peter Lush and Associates. The company was described in 1917 as "among the largest manufacturers and dealers in Burlington and Halton County." Their business was in builders' supplies but a specialty was fruit boxes of all kinds with "printing matter on the boxes as desired."

The lumber yard of James Harrison was bought by Allan S. Nicholson in 1911. Business mushroomed during World War I and in 1914 a new plant was built further along Ontario Street at Maple Avenue. In the 1920's O. W. Rhynas Company operated the mill on Ontario Street. The Nicholson Company today manufactures windows, doors, millwork and is beginning an overseas export business. Nicholson's is in the process of a second move necessitated by the growth of the business. During the next three years, operations will be gradually transferred to a large site on the north side of the Queen Elizabeth Way, between Walker's Line and Guelph Line. Warren A. Nicholson has succeeded his father as president of the company.

John Kentner operated another lumber enterprise at the turn of the century. It was at Maria and Brant Streets where the Masonic Hall is today. His lumber yard, planing mill (which also turned out fruit containers), and stove wood yard, were all successful. He also ran a cider press "owing to the fact that there are large quantities of fallen apples unfit for foreign shipments from which cider is made for vinegar and other purposes."

On March 13, 1902, a meeting of village council was called by Reeve Kerns to discuss the advisability of encouraging the establishment of a company "either for milling, canning, or any other purpose that will bring trade to the village." In council minutes there was no further mention of a canning factory until the court of revision report in November 1903 when the "Burlington Canning Co." was assessed the same as last year, $2,000. In 1905 council approved a radial line siding along John Street, across Pine and Water Streets, to service P. C. Patriarche's coal yard and the Burlington Canning Co.

The cannery taken over by Dominion Canners Co. (later Canadian Canners) in 1910 thrived on the same site at the foot of Brant Street until the early 1960's. At that time the land was sold and the buildings taken down. The parent company amalgamated all its processing into a central plant which is no longer in Burlington. A branch of Canadian Canners was opened on Walker's Lane in 1959, engaging in the manufacture of cans.

In Freeman, off the Middle Road (now the Queen Elizabeth Way) just west of Brant St. and adjacent to the railway, D. A. Hyslop opened a branch of his canning company in 1923. In 1925 the name was changed from D. A. Hyslop and Sons to Tip Top Canners. The premises, destroyed by fire in November, 1962, were rebuilt on the same site and the following year controlling interest was purchased by Stuart House International. The company, which Hyslop started with the canning of asparagus, now deals in a wide variety of the area's fruits and vegetables as well as in the production of soft drinks.

The coming of industry to town has not been an unmixed blessing. In 1906 council instructed the Reeve and two councillors to call on the president and directors of the cannery re smoke nuisance. The company was notified that unless it did something within a week to the satisfaction of the council to prevent smoke from its chimney "committing a nuisance" council would pass a by-law dealing with the smoke. It was not until 1958 that such a by-law (#1405) was passed, happily with the approval of most of the business interests in town.

One industry which Burlington has erroneously been given credit for fostering is the Burlington Glass Works which operated in Hamilton between 1875 and 1909 on the west side of Burlington Bay just behind the location of the present Hamilton Yacht Club. This is another case where the name Burlington has been given to a company probably because of its proximity to the body of water known then as Burlington Bay and not referring to the Town of Burlington.

A 1914 letterhead from the office stationery of the new town's Publicity Commissioner boasted 'Progressive, Beautiful, Healthy Burlington—Good factory sites at the head of Lake Ontario, cheap electric power, fire protection, railways: Grand Trunk, Canadian Pacific, Canadian Northern, Radial Electric'.

By 1917 a business promotion booklet described Burlington as one of the 'Live Wire Towns of Halton County'. The chief industries existing toward the end of World War I were listed as 'lumber, saw and planing mills, canning factory, fruit packages, machine shops, carriages, wagons, creamery, fruit growing, fruit evaporation, flour mill and mixed farming'.

The 1917 booklet proudly advised 'manufacturers or businessmen who are casting about for new localities . . . there is room for many various lines of industry that have not yet been overtaken. Although there was no town business promotion department at the time, the administration offered "first class sites with exemption from taxes" to manufacturers wishing to locate here.

Two chemical companies were established in town after the turn of the century. Mac Smith, a fruit broker and later Mayor, founded in 1909 the Niagara Brand Spray Co. Ltd. At this time technology was rudimentary and few chemicals outside of sulphur were used in the manufacture of sprays for farm produce. Mr. Smith's products, simple as they were, filled a need in this predominantly farming area, and the business prospered up near Freeman station.

In the early 1930's Mr. Smith sold his interest and the company now operates as Niagara Brand Chemicals Division of F.M.C. Machinery and Chemicals Ltd. The firm manufactures a diversity of products including weed, insect and fungus killers, paint removers and brush cleaners. It supplies sulphur for the rubber industry and is involved in the consumer package area for home and garden chemicals.

In 1913 a second chemical company, the Vera Chemical Co., built a plant for its four employees at Freeman. Rosin size to supply the requirements of Canadian paper mills was manufactured. In November, 1931, it was purchased by an American company and in 1939 became Hercules Powder (Canada) Ltd. The one-product plant of 1913 now produces several major types of products and employs over 70 in operation and sales.

At the close of World War I the town began to consider seriously the need for industry and in 1919 a new Industrial Reception Committee of town council was initiated. Several new industries did locate here during the decade before the depression years but not enough to affect the town's agricultural and residential nature.

The raw materials in the Iroquois Bar gave the impetus to two companies which got started in the 1920's. The first sale of Howard sand and gravel was made in the spring of 1921 to a teamster who had heard that the Aldershot farm of Hiram Howard rested on sand. A load was dug for him from a hole in the middle of a cherry orchard and shoveled onto the man's horse-drawn dump wagon. Young John Howard assisted in the operation and remembers that the man returned for more and more loads along with others who heard of his source. As the Howard farm had not been too successful, the family gradually turned to the sand and gravel business. John Howard guided it from a hand-operated venture to one using small scale machinery. During World War II a relatively modern gravel and sand crushing and washing plant was built. Later Howard Concrete and Materials Ltd. began to produce ready-mixed concrete with the most modern of equipment.

INTERNATIONAL HARVESTER COMPANY OF CANADA, LIMITED
AN INTERNATIONAL INDUSTRY IN BURLINGTON

Jacob Cooke started in the hardwood flooring business in Burlington in the late 1920's. He began building homes and started making concrete blocks at his 3 New Street home. In 1940 he bought an Aldershot gravel pit and built a small block plant on St. Matthew's Avenue. Now J. Cooke Concrete Blocks deals extensively in builders' supplies manufactured from the stone of the Iroquois Bar.

In the northern part of the Guelph Line, Nelson Crushed Stone has a large quarry developed in the last few years. The Burlington Brick Company once operated north of Freeman, and the Dominion Sewer Pipe Co. started in Aldershot in 1928 on the finest red "sewer pipe" clay to be found in Canada.

The end of World War II saw a few more companies such as N. Pollard and Son Ltd., Jones Tool and Machine Co. and Susan Shoes Ltd. which took over a wartime parachute factory located here. Even so in January 1957 within the small boundaries of Burlington there were only about 14 plants. At the time of amalgamation industrial growth was at an all-time low, a mere 3.83 per cent of the total assessment. In the process of amalgamation such thriving industries in Nelson township as Bonar and Bemis, International Harvester, Hendershot Paper and Butler Manufacturing were brought into the Town of Burlington.

The mayor at that time, John A. Lockhart, established an industrial and development committee and a former mayor of the town, Gordon Blair, was appointed its administrator. Under his guidance the committee helped to establish the type of environment which would attract industry. Mr. Blair recalled that in 1958 Burlington had only 58 acres of fully serviced land available for industrial development.

To keep Mr. Blair from doing business from an empty wagon the town purchased in 1958 from Studebaker of Canada Ltd. 180 acres on the Guelph Line north of the Queen Elizabeth Way for $600,000. This land, Progress Park, lies within easy reach of railways and roads, is 15 minutes from Hamilton Harbour and 30 minutes from Malton Airport.

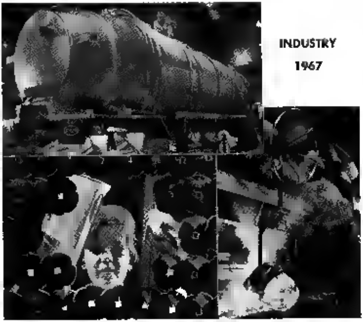
One of the first industries to move into Burlington following amalgamation was the Fuller Brush Co. which moved here from Hamilton. Others followed and a total of over 90 new industries have moved into town since 1958. By mid 1966 there were 140 acres of prime, fully serviced industrial land ready and within two years another 150 acres will be ready. Sewer trunks and water mains have been completed up Walker's Line and Appleby Line as far as the Queen Elizabeth Way. This means that with a minimum of capital investment a vast area, 500 to 600 acres could easily and rapidly be developed.

Industrial growth in Burlington was not only a matter of new industry coming into the area. Burlington had in 1958, 46 well-established industries. Of these, 26 have expanded, many of them like Alchem, more than once. Of the over 90 new industries which moved here since 1958, 13 have had at least one expansion. Barton Tubes has expanded three times while Standard Refractories found it necessary to move to a new location.

Some of the major new industrial construction of 1966 includes the Steel Co. of Canada research centre on Kerns Road, plants of Midland Ross Corp. and Fisher Ludlow, Cuna Insurance Society Canadian headquarters, Hoover Company Ltd. washing machine plant, Delman Manufacturing Co. and Sabre Saw Chain (Canada) Ltd.

FULLER BRUSH COMPANY LIMITED — THE FIRST PLANT IN PROGRESS PARK

A growing economy has lifted the total number of established industries in Burlington to 140 manufacturing, distributing and service companies in the most recent 1966 survey. With residential development preponderant, the continued growth of industry is needed by taxpayers and vital for balanced assessment.



INDUSTRY

1967

PRESENT DAY INDUSTRY RANGES FROM BASIC FOUNDRY TO METAL FABRICATION AND COOKIES

23

The Development of Business and Commerce

Prospective immigrants were encouraged to settle in Canada West by publications such as Smith's Canadian Gazetteer (1846). It warned, however, that land prices would be "generally rather high" in the Gore District, with "wild land" ranging from $6 to $15 an acre, and cleared farms from $25 to $50 an acre. On the other hand, the new country presented great opportunities for a man willing to take the chance.

The village of Wellington Square, pleasantly situated on Lake Ontario, appealed to many settlers and by 1846 the bustling community had its own physician and surgeon, a steam grist mill, a foundry, tannery, two stores, six groceries, a druggist, a pottery, four taverns (the principal one being Ontario House), a saddler, tinsmith, baker, two wagon makers, two blacksmiths and four tailors.

There were two churches in the village proper and postal service every day. A schooner was locally owned and large shipments of flour, timothy seed, wheat and butter were exported.

The English touch was evident in the advertisements of that day. The better hotels guaranteed London porters "always on hand", good stabling and covered stages leaving for distant points each morning. Tailors advertised west of England cloths, summer coatings and rich vestings.

According to an old diary, deliveries from butchers and bakers started about 1875. Diarist George Thompson, lighthouse keeper and ferryman at the canal, mentioned in 1870 the use of foreign 5 and 10 cent coins and quarters, there being no Canadian coinage, and said that in Wellington Square, Walter Bastedo "gives American silver at its face value".

The Halton County Atlas appeared in 1877 with advertisements, one of which was a "Business Card" inserted by Alex Duffes and L. B. Allen. It read: Alex Duffes and Co. Junction of Great Western and Hamilton and North Western Railways, Wellington Square, Ontario. Wholesale and Retail Dealers in Grain, Seeds, Flour and Feed Etc. A choice lot of Groceries, Provisions, Boots and Shoes, also Salt in Bulk and Barrels.

Plaster, both Land and Calcined. Always on Hand. (The highest market price will be paid in cash for Grain, Wool and all kinds of farm produce). Grain bought and sold on commission.

The business directory had expanded by 1889 when Wellington Square's population was 1,245 and it had become "Burlington, a station on the Toronto branch of the Grand Trunk Railway, at the crossing of the North Western Railway, about 18 miles south-east of Milton, the county seat and ten miles north-east of Hamilton, its nearest banking point."

The Canadian Express and the Great North Western Telegraph Companies were located here. F. R. Davidson was listed as appraiser for the Canada Permanent Loan and Savings Company and the Lion Provident Life and Live Stock Association had a branch office, as did Temperance and General Life Insurance Company. F. R. Davies dealt in real estate, W. G. Nelles was postmaster and T. J. Green and R. A. Pringle were in law practice. E. Thomas was the dentist, Charles Taylor the barber and E. Williamson the undertaker.

Women were also in business, such as Miss T. A. Cotter, music teacher, Miss M. Delongh and Mrs. Sarah Oakley, dressmakers, Miss H. L. Dunning, millinery, and Mrs. E. Virginia, a colored lady whose late husband had been a barber. She had a confectionery store in the village.

Many prominent businessmen were Masons in Burlington Lodge No. 165 which was founded in 1864. They met first in a frame building at the corner of Brant and Pine which still stands, occupied by Dale's Hardware, 567 Brant Street. Charter officers were Francis Baker, James L. Gage, Chris Richardson, Fred Bray and Gilbert C. Bastedo. The lodge was unique in having had as one of its Worshipful Masters in the early days, the chief of the Six Nations Indians, W. J. Simcoe Kerr, grandson of Joseph Brant. Other meeting places were above Kerns' store at Water and John Streets and the present headquarters are at Main and Brant. Brant, the newest Lodge, was established in the 1950's.

Burlington's centre of business activity remained on the waterfront at the foot of Brant Street even after the dawning of the railway age. In 1810 James Gage purchased 338½ acres from Joseph Brant's estate and built a wharf, warehouse, mills and factories at the foot of Brant Street. During the same period, Bunton's wharf and Baxter's wharf were located in the same area between Locust and Elizabeth Streets. Port Nelson with its wharf at the foot of the Guelph Line, was an important grain-shipping point.

Horses were stabled in the barns of the hotels, or tied to hitching posts along the streets. A few of these posts survived until the late 1940's. Rings often were fastened in convenient trees as well.

In 1902 Charles F. Coleman doubled as a house and sign painter, paper hanger and as a successful florist, specializing in violets, roses, mums and carnations. Thomas Hood was manager and caterer at the Brant Hotel. James Harrison owned a planing mill on Brant Street and lived where the Riviera Motel now stands on Lakeshore Road. E. H. Cleaver, Solicitor of Supreme Court, Notary Public and Commissioner dwelt in a turreted brick residence on Caroline Street facing Pearl Street.

George Allen, born in Wellington Square in 1843, was a hardware dealer. John Ferguson sold coal and lumber. Byron S. Hicks was the jeweller and optician. William Brush was manager of the Queen's Hotel and F. B. Bennett managed the Traders Bank of Canada on Brant Street near Water Street.

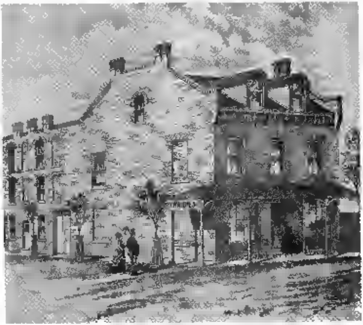
The building at the north-east corner of John Street and Lakeshore Road is one of the town's oldest commercial structures. Built by John Waldie, first Reeve of Burlington well over a century ago, the store handled everything from groceries to dry goods and hardware. Waldie employed 14 clerks and on Saturday nights when the farmers came to town, the store and plank sidewalk outside were thronged with shoppers. William E. Kerns was John Waldie's partner for 20 years before buying out the business when Waldie became a lumberman.

Later owners were Hicks and Bamford and Templins. In recent years the store has served variously as a brewer's retail outlet and an automobile showroom. The building was extensively renovated in 1966 with three retail outlets on John Street being opened up.

The second floor was used as a dressmaking establishment, run by Mrs. Johnson. At the rear was a hall with a stairway leading up from John Street. The Masons assembled there for many years, as did the World War Veterans Organization before they had a Legion Hall. The Burlington Citizens' Band held practices in the place on Wednesday nights.

A feature of this old building was a windlass, 15 feet in diameter, held together with square-headed nails, which was used to operate a hoist by which grain was hauled up. Gun racks found in the top floor

MAC SMITH & DAVID DICK TOUR BRANT ST. NEAR WATER ST. — 1906



JOHN WALDIE & CO. WATER ST. (LAKESHORE RD.) AT JOHN ST.

gave rise to the romantic rumour that the building served as a fort. It may have housed militiamen during the Fenian Raids, or the 20th Halton Rifles (Burlington Company) may have gathered there since William Kerns was lieutenant-colonel of the Rifles from 1885 to 1898.

Water Street had several business establishments, including the first two post offices, and Clifton's tailor shop was where Farraute's tailor shop is now. Mr. and Mrs. W. A. Walker operated a millinery shop in this block and they later owned a Red and White store.

Burlington's first movie house, on Brant Street opposite Ontario Street, was called the Crystal Theatre. The building still stands serving as commercial premises. Hume Theatre on Lakeshore Road later became the Roxy and is now the Odeon. The site was formerly occupied by Dr. Watson and also served as a baby clinic. When the theatre was built the clinic was moved to the basement of the library on Brant Street and later to the Maitland Young residence on the lakefront, in which Billy Kerns, son of the colonel, lived for years.

The bus terminal at Lakeshore Road and John Street is another old building. At one time Richard Cole's bakery was located there and in 1912 it was the Bank of Hamilton branch, which was absorbed by the Bank of Commerce in 1925.

A competitor of Kerns' store for many years, was Taylor Bros. founded in 1906 on the site of the present McAlister Motors. The firm boasted a $35,000 stock of dry goods, notions, ready-made clothing, furs and groceries. As Fred W. Taylor's ad read, "the store has carried into execution the latest ideas of mercantile endeavour."

The first bank to locate in Burlington was a private one owned by Richard Baxter and Company, located on the south-west corner of Brant and Water Streets, one of the last buildings to be torn down in 1966 to make way for the Centennial park development. West of it was Galloway and Co. a grain warehouse which advertised "Cash for Wheat."

A pier projected out from the foot of Brant Street and people still living recall fishing from it. An incline track ran from the grain warehouse to the dock and this ingenious arrangement speeded up loading of the boats.

In more recent years parts of the warehouse were renovated to house a swap shop, Parkers' Cleaners and Virtue Motors, which also owned the garage across the street at Locust and Water Streets. For several years after 1914, the property was the Ford Garage operated by Chas. Klamka. The office and garage were on Water Street with another garage and repair shop on Pine Street "with accommodation for 25 cars." An ad in 1917 said "There is a continually-growing demand for automobiles and residents of this section generally are showing quickly their appreciation of the possibilities for pleasure and luxuriant comfort that the automobile possesses." This corner is still occupied by an auto dealer.

Before 1900, the north-east corner of Brant and Water Streets was occupied by Galloway and Baxter's store and after 1900 by the Traders Bank of Canada ("Farmers' business solicited") with office hours from 10 a.m. to 3 p.m. and on Saturdays from 10 a.m. to 1 p.m. and from 7 to 9 p.m. (for the farmers' convenience). The business was absorbed by the Royal Bank of Canada in 1912 and the building torn down to make way for today's modern structure.

Burlington, "one of the live wire towns on the new highway," had a population of 2,600 in 1917 and its merchants were described in an industrial promotion booklet as "progressive and successful." F. D. Ghent was mayor and G. H. Nicholson was reeve. The businesses on lower Brant Street, north from the Royal Bank, included Le Patourel's Drug Store in its second location in the same block over the years. A. E. Rusby's meat market established in 1868 by his father Leonard, advertised "the most reasonable prices with honest weights and measures always quoted" W W Curtie a former employee of Taylor Bros stocked meats and oysters in season in his quality store opened in 1915 It is now Hucker's Dry Goods store Next to it was Tom Jocelyn's stationery and variety store which up until 1912 had been owned by J M Pollock. Tom Waumsley who retired in 1966 was the proprietor for many years after the Jocelyns

The Raymond Hotel now the Coronation House was presided over by Art Tinman Bill Cardwell ran a tailor shop next to Fred Parkin's pool room Graham's Shoe Store also in the first block off Water Street, was established in 1907 and is now known as Mel Howden's Shoes

Roy M Early owned a grocery store (formerly Billy Little's) with the highest grade of goods at the most conservative prices at the corner of Brant and Water Streets now occupied by the Shell Station Lakeside Dairy was on the same block below the present Burlington Cleaners. The old established business was taken over by A. W Baker in 1915 "Doc" Noyes was the village's only barber for a long time He advertised his shop which stood opposite James Street on Brant as a "Tonsorial Parlor

E W Williamson, undertaker and furniture dealer was in the first block on Brant Street immediately north of the present Burlington Gazette office. This business, dating from 1877 was owned by Mr Williamson from 1901 on. On the opposite corner was Colton and Lorimer's hardware and stove retail outlet. The partners bought it from James Allen in 1913 Today it is Dale's Hardware

Farther along in the block to the north, where Haswell Home Furnishings is located John T Matthews had a hardware store too in 1909 Jack Matthews had a second store at Freeman on the east side of Brant Street near the Plains Road Adam Begg a retired cobbler lived in a cottage where Burlington Pharmacy is now

In 1917 Rae Bros were agents for Gray-Dort and Chalmers cars. Their showroom was north of the Crystal Theatre on Brant, near the present real estate office of Lloyd F Utter Also on Brant Street was Shapland's shoe store just north of Ed Dickenson's candy store now Watson's Jewellers Polly Brooking had a carriage works and shooting gallery next to Ed Corwin's real estate office in the next block north and N Hubbert's grocery store was near Maria Street

Billy Campbell's meat market offered cash for hides and skins It was established by J C Campbell in 1881 near the present office of McGrath's real estate. A playground set up by the Lions Club was at the north-east corner of Brant and James Streets.

Another well patronized butcher shop was located where the Wellington Square Mall now stands It had several owners, from R W Dingle to Albert England "Hud" Sheppard was a popular butcher in

INTERIOR OF JOHN T. MATTHEWS HARDWARE STORE, BRANT STREET
(NOW HASWELL'S HOME FURNISHINGS)

the employ of "Dick" Dingle whose sons are respected professional men of Burlington today.

Frank H. Sheppard, tinsmith, was in the Odd Fellows' block at Brant and Maria Streets. Orman Bush, now in men's furnishings, began his business career with his father in 1908. The firm dealt in saddles, harnesses, blankets, valises and other travelling goods, and did business on Brant Street a few doors north of where Orman Bush's Men's Wear is located today. Mel Bush, town clerk for many years, is of the same family.

In 1916, R. H. Wilson dealt in flour, feed and grain at Pine and John Streets. Phil G. Patriarche's Coal and Wood business on John Street was founded by George Allen about 1867. In later times, the business was owned by F. W. Watson and Son and Milne's Coal and Fuel. Clegg Glass Ltd. occupies the premises today.

Up to 1940, the Burlington business district didn't extend much farther north than Maria and Brant Streets. Brant Plaza, Slessor Motors and St. John's Church occupy land on which once grew the finest grades of apples.

Several of the town's older homes are to be found in the vicinity of the Estaminet restaurant, itself once the residence of Lieut.-Col. William

Kerns, merchant, militarist and legislator who died in 1913, widely mourned. In 1919 Mr. and Mrs. George Byrens opened the Estaminet for business with only four tables and soon had earned the reputation of restaurateurs par excellence. The stately Mrs. Byrens operated the Estaminet until 1952 when Reginald Cooper bought it. Since his retirement in 1965, his son Brian has enlarged the premises and made other changes without in any sense removing the familiar homey atmosphere.

At the corner of Maple Avenue and Plains Road is the Tien Kue Inn, located in another old home. It opened about the same time as the Skyway Bridge was finished, so was named Tien Kue, which means "Sky Bridge". The Brant Inn, on the lake front at Maple Avenue, became one of Canada's best known dance spots in the 1930's and 1940's under the management of John Murray Anderson, one of the country's outstanding impresarios.

Farther east along the lakefront, the Pig and Whistle Inn was built in 1930 at what is now Burloak Drive, overlooking the lake. Built by a firm which had similar English type inns in other towns, it fell back into the hands of the contractor Hughes Cleaver during the depression. The business has changed hands several times and the present owners are beginning to make extensive renovations.

Burlington had its good and bad times during the depression, in common with the rest of the country. Prices in 1933 were low for groceries, but so were wages. There was still money being spent for cars though, and a report of 1933 read "Executives of the automobile industry report the biggest turnover in years ... on the sales floor and regrettably also in the ditches."

In 1941 there were 65 stores in town. By 1956 these had increased to 104, due to the town's rapid growth. The Chamber of Commerce was organized in 1947, developing out of the Burlington Business Men's Association founded in 1925. By 1956 the organization had expanded to become the Burlington-Nelson Chamber of Commerce. Following amalgamation in 1958, the name was changed to the Burlington Chamber of Commerce. Under the presidency of Roy A. Nicholson and the managership of Leo Podetz, the Chamber was revitalized with headquarters in the Brant Arts Building.

Within the past decade, businesses have sprung up in all directions, particularly in plazas at Aldershot, Long Acres, Brant Street, Mount Royal, Roseland, Walker's Line and Skyway. New housing and high rise dwellings have steadily increased the number of consumers during the last few years.

Brant Street merchants, in many cases still located in old buildings, are co-operating with the Chamber of Commerce and the Jaycees who have adopted the Norwich plan for improving store fronts, incentive having been given by the construction of the towering Civic Administration building in their midst.

24

"Render Unto God": The Churches

No one can deny the influence of the church in any community and in pioneer days the church served not only as a place of worship but as a community centre for the only social life the settlers knew Our ancestors religious backgrounds varied though they may have been were well established in the Gore district in the early years of the 19th century According to the Halton County Atlas of 1877 the first church in this area was built in 1822 on the farm of Gilbert Bastedo for Presbyterian adherents Rev Mr King sent by the Synod of Ulster as a missionary in this part of the country was the minister The first Methodist Church was built soon afterwards at Nelson Village

According to Robert Gourlay in Sketches of Upper Canada" by 1817 the most numerous of all denominations are the Methodists who are spread over the whole province' One of Burlington's most modern churches, Appleby United traces its history back to an early Methodist supporter Isaac Van Norman, who began services in his home in 1824 Since the days when Rev Egerton Ryerson was the circuit preacher this church has had 50 ministers The present minister is Rev W Gray Rivers who succeeded Rev Earl W Brearley and his assistant is Rev John T Clarke

An early account of the saddlebag preachers such as Egerton Ryerson reads "The preachers travelled to the farthest back settlements in the wildest places under the most severe privations as to food, shelter and home comforts, preaching the gospel of Christ to the settlers They travelled through swamps at the risk of their lives, to sing the good old Methodist hymns and pray for the poor backwoodsman and his family" No one was more welcome than the preacher who not only gave them religious consolation but the latest news of the outside world

Prior to 1834 people in Wellington Square, hungry for the Word were ministered to by itinerant missionaries, and early records of St Luke's parish bear the names of F Mack, H O'Neill and Rev J G Geddes as their travelling preachers St. Luke's was built in 1834 on bushland which had been set aside as English Church property The first child baptized at St Luke's Anglican Church was Martha Elizabeth Tassie daughter of a stonecutter on November 15 1835 and the first

ST. LUKE'S ANGLICAN CHURCH

marriage recorded was that of William Dalton, Nelson township farmer and Elizabeth Sinclair on December 28, 1835. Elizabeth Brant, daughter of Chief Brant, solicited funds for the church building in England. She, her husband and son are buried in the churchyard.

Rev. Dr. Thomas Greene who had been sent out by the Irish Mission Society in 1832, became the first rector in 1838 and remained until his death in 1878. St. Luke's has had distinguished clergymen in its pulpit, including Canon Frank Hovey and Rev. G. W. Tebbs, a colourful figure in the community. In 1840 the acacia trees associated with St. Luke's from the beginning were planted by Mrs. Greene, an ardent gardener and some of these trees were replaced years later in 1927. Her beautiful rose-bushes brought from Ireland gave Roseland its name, the Greene home being situated in that general area.

Years later, when a church at Elizabeth and James Streets became too small for the Methodists, the building was purchased by St. Luke's Anglican Church and used as a Sunday School from 1889 to 1923. During the tenure of Rev. G. W. Tebbs in the twenties, the Memorial Parish Hall was built by St. Luke's and dedicated to the memory of boys who fell in the First World War.

Nestled among the trees off Ontario Street, St. Luke's historic past is graphically related on the old tombstones in the churchyard cemetery. Canon C. F. Heathcote became rector in December 1942 and was succeeded by Rev. Robt. F. Blackwell in February 1967.

Members of Knox Presbyterian Church still meet at the same site where the founders worshipped in 1845. Land was donated by Andrew

and Martha Gage who had bought the property in 1810 from the trustees of Joseph Brant's estate. Inscribed on the deed dated April 18, 1845, are the names Isaac Buchanan, Gilbert Bastedo, John Bent Sr. and John T. Bastedo.

That summer a plain frame church was built at James and Elizabeth Streets and named after John Knox who founded the Presbyterian faith at the time of the Scottish Reformation in the 16th century. The first minister was Rev. William McLean. Knox was served by a succession of dedicated divines including Rev. David Anderson. Thirty years later the little church was becoming overcrowded and eventually a new sanctuary, which is the present Knox Church, was built and dedicated on May 20, 1877. The original building was moved a few yards east and brick veneered. It is still used for Sunday School purposes. The church entrance on Elizabeth Street was built in 1910 to accommodate the stained glass window given by Hon. Colin Campbell in memory of his mother. The present minister, Rev. H. G. Lowry was inducted in 1949 and is the 15th minister of Knox Presbyterian Church.

In 1852 a little group of Wellington Square residents formed a Methodist Society and on Sundays walked through the bush to Fisher's Corners Schoolhouse on Guelph Line, where the Episcopal Methodists had been worshipping for some years. Before building their own church, the villagers also met in the Temperance Hall (later the Town Hall) with the first class organized by Dr. Van Norman. A site for Burlington Methodist Church was donated by David Torrance on Elizabeth Street and the church (now Sea Cadet Hall) opened for services in 1858.

KNOX CHURCH BURLINGTON ONT.

KNOX PRESBYTERIAN CHURCH — ELIZABETH ST

As time went on, the Methodist congregation needed more accommodation. A new church built in 1886 was destroyed by fire on Christmas Day 1892. In 1893 the present church was built next door to the Town Hall which had been an earlier meeting place. When the Methodist Church across Canada joined in union with a portion of the Presbyterian Church and Congregationalists in some areas in 1925 to form the United Church of Canada, Burlington Methodist became Trinity United Church. The minister at that time was Rev. E. Val Tilton.

The trowel used in laying the cornerstone of Burlington Methodist Church in 1886 was put to use again in November 1965 in connection with the new Wellington Square United Church on Caroline Street, which combines the congregations of Trinity and St. Paul's (a former United Church congregation on Prospect Street). The ministers of the modern Wellington Square United Church are Rev. G. Keith McMillan, Rev. J. P. Ashwin and Rev. W. J. Preston.

A Roman Catholic parish, St. John the Baptist, was established in 1849 but no church was built until 1861. The people were attended by Rev. John Cassidy from Dundas who also had under his care Waterdown, Milton and Oakville. Parishioners from Burlington had the opportunity of assisting at Mass only once a month, but hardy souls walked from here to Dundas on Sunday mornings to worship at St. Augustine's.

Before the church was built, those of the faith gathered at Napoleon Ogg's home on Pine Street whenever a priest would arrive for the monthly Mass. A parish house was erected in Oakville in 1858 and Burlington was joined to it as a mission. That church had few material comforts and parishioners worshipped on the bare ground with rough boards as pews. The Ogg family had donated a piece of their property at the corner of Pine and Elizabeth Streets and St. John's Church was erected in 1861. It remained as a mission church attended from Oakville until 1925, when Rev. D. A. Ford was appointed as first resident pastor of the separate parish. Father Ford also served the Beach, Milton and Milton Heights churches. Later, the Church of the Little Flower, Hamilton Beach was the only mission.

Rev. (later Monsignor) J. Corbett Warren was appointed Pastor in 1945 and remained until his death 20 years later. In 1948 St. John's Separate School was built on Brant Street and by 1952 construction had started on the large modern St. John's Church next door at the corner of Blairholm Avenue and Brant Street. Present pastor is Rev. B. J. Ryan. The original St. John's still stands today and serves St. Mary's Ukrainian Catholic Church congregation.

A good example of co-operation between local churches was the Wellington Square Branch of the Bible Society formed in 1849. The first preserved record of the annual meetings is for October 1855 at the Temperance Hall. Executive members were Henry Eoot, James Laing, John Bent, Daniel B. Chisholm and William Beeforth, with a committee

of 17 prominent businessmen and clergymen in the community. The local branch had a depository for the sale of Bibles with over 200 of them sold in 1854.

Later known as the Burlington Branch of the Upper Canada Bible Society, it was a well-conducted organization and wives of the members regularly solicited donations for the work of the Church around the world. The Bible Society was a valuable contribution to the religious life of the community.

Churches continued to be built and the Port Nelson area was served for years by the Wesleyan Methodist Chapel built in 1862 at the corner of First Avenue and Guelph Line. The white frame church still stands, having served many different congregations over the past 100 years.

The first mention of Baptists in Wellington Square was in 1850 when an earnest few assembled for services in the home of James Cushie Bent. This property, originally part of Brant's Block, is the present home of W. J. McCulloch, 507 Elizabeth Street. The original meeting place still stands at the bend of Rambo Creek.

In 1875 trustees of the Regular Baptist Church bought from Deacon John Bent the site for the present Calvary Baptist Church at the corner of Ontario and Locust Streets. Residents of the village joined the new church and a measure of prosperity followed. A branch mission was started at Port Nelson and the new Mission House was crowded at the opening services.

CALVARY BAPTIST CHURCH
LOCUST ST

BURLINGTON METHODIST CHURCH
(TRINITY UNITED) — ELIZABETH ST

A succession of pastors served during the early years of Calvary Baptist which was linked with churches in Waterdown and Bronte between the pastorates of Rev. Albert Carr (1906) and Rev. A. Cooke (1923). Mr. Cooke was succeeded by Rev. J. J. Roberts.

In 1930, when Calvary Baptist withdrew from the Convention of Ontario and Quebec, some members left the congregation. A Baptist Women's Mission Circle was kept active by Mrs. James Chapman and Mrs. E. R. Swift until the post war years when the Baptists were growing in number in Burlington and a new congregation within the Convention was needed. Assisted by the women's group, Rev. Dr. N. H. Parker held a meeting at the home of L. D. Dingle, Q.C., and services were begun at Trefoil Lodge in 1952. Knox Presbyterian Church offered use of its facilities for Sunday afternoons and mid-week Bible classes. Burlington Baptist Church was erected at Bridgman and New Streets in 1954 when Rev. L. V. Hultgren was pastor. The present minister is Rev. Stanley A. Woodcock.

Calvary Baptist Church has continued to be a religious influence in the core area of town. Now under the Fellowship of Evangelical Baptist Churches, the pastor is Rev. W. E. Payne.

In 1928 the Lambshead and Almas families on East Plains Road began to hold meetings in their homes and the group became known as the Freeman Mission. As attendance rose, a regular meeting place was needed and a house was bought on East Plains Road near Brant Street in 1921. Such enthusiasm was shown, that by 1928 the charter members voted to apply for membership in the Associated Gospel Churches of Canada and Gospel Chapel, Freeman, came into being.

Acting pastor was A. N. Lambshead, who continued his thriving market-garden business while studying for his ordination. He remained as pastor until 1947. Property on Brant Street was donated by Ellen Almas and 119 people were present for cornerstone laying of the new church in 1929. There were four pastors before Rev. M. P. Estabrooks came in 1960 and the name was changed to Brant Street Bible Church. Present Pastor is Rev. John W. Hadall.

While the population of Burlington was, at the outset, predominantly British, some of the early settlers were Pennsylvania Dutch (Fishers, Engleharts, Ghents and Clines). Scottish and Irish immigrants came after 1820 and this century saw groups of Germans, Italians and French entering the area. Since 1920 there has been a noticeable increase in the number of Dutch who came to work on farms but since have taken up positions with local industries in many instances. Starting in 1928, a few Dutch families from Burlington and surrounding districts worshipped wherever space was available in Hamilton, a church basement, a bricklayers' meeting hall and the Labour Temple. Some years later they bought a former Baptist church building at Dundurn and Main in Hamilton and from it, a number of branch churches originated. After

World War One many families from Holland settled on the land hereabouts and John Broersma, now of Burlington, was one of those who often helped the new settlers.

A number of the newcomers began church meetings in the Lions Hall and in 1953 bought the old Wesleyan Methodist Church at Guelph Line and First Avenue. By 1959 they had built their own Christian Reformed Church on New Street with Rev. John Van Dyk as minister. He was succeeded by Rev. A. W. Schaafsma and today's minister is Rev. L. Mulder.

In 1964 members of the congregation assisted in the formation of Trinity Christian School on Walker's Line which now has an enrolment of 80 children. A regular elementary school curriculum is followed and religious instruction is given. Many couples are also members of the Dutch-Canadian Club in Oakville, whose founder is William Brouwers of Burlington.

This area has a second congregation of Dutch families at Ebenezer Canadian Reformed Church on Dynes Road and the minister is Rev. G. VanDooren. Members keep their ties with their homeland by holding the Sunday morning service in English and the afternoon service in Dutch.

The old Wesleyan Chapel on the Guelph Line, which served the Dutch congregation so well, was also used by charter members of Fort Nelson United Church in 1952 for Sunday School classes and church services.

Fort Nelson United at the corner of Rossmore Boulevard and South Drive, Roseland, was dedicated January 10, 1954 and a larger church was dedicated in September, 1961, the original building being converted to a Christian Education wing. Rev. M. Jewitt Parr was appointed minister in 1960. Assisting him is Rev. R. W. O'Brien.

On many occasions through the years district ministers have joined forces for special services. A typical example is the memorial service held January 28, 1936, the day of King George V's funeral in England.

In 1950 the Burlington Ministerial Society was formed for mutual aid and fellowship among local churches in connection with interdenominational matters. There are now 40 Protestant members.

As the population spread eastward, another Anglican church was needed. In March, 1952 the first service of St. Christopher's Mission was held at Fisher's Corners School.

Property was purchased on the Guelph Line between Prospect Street and Woodward Avenue and the congregation moved into their new quarters in February, 1955, with the first rector of St. Christopher's Anglican Church, Rev. Harry Mansfield. As orchards and farms gave way to new subdivisions the parish grew in five years from 150 families to 645 by 1960. Rev. Canon C. M. Mitchell has been rector since April, 1959.

Strathcona Presbyterian Church has served the eastern part of town since 1957, the congregation meeting first in the Scout Hall on Belvenia Road and then in Nelson High School with Rev. Wm. K. Palmer as first minister. The church was officially recognized in 1959 with 118 charter members and the edifice on Walker's Lane was built in 1961. The present minister, Rev. H. D. Smith, began his work with Strathcona Church in 1962.

Trefoil Lodge was used again as a temporary church when Glad Tidings Assembly was founded in 1957. The present church on Mountainside Drive, opened in March, 1961, with a seating capacity for 200. The present pastor is Rev. Keith Kunning, who succeeded Rev. Floyd Rhude in 1966. Glad Tidings Assembly is a member of Pentecostal Assemblies of Canada.

A new Roman Catholic parish, St. Raphael's, was welcomed in 1958 with Rev. Henry Gibeau as pastor, assisted by curate Rev. Theodore Lash. At first the parish extended from the Guelph Line to Appleby Line and north to No. 5 highway with over 200 families. Mass was attended at St. Raphael's Separate School on New Street until the new church building was opened in October, 1960, with accommodation for 775. Prior to 1958, Catholic families living in Elizabeth Gardens had attended church at St. Dominic's in Bronte, but with the establishment of St. Raphael's they were included in the new parish. The present pastor is Father Hugh DeCicco and the curate is Father Donatus Mullin.

The first Lutheran service to be held in Burlington was in October, 1959, at Glenwood Public School and regular services as well as Sunday School classes were conducted for almost four years under leadership of Rev. W. M. Myra. Church land was purchased on Lakeshore Road between Pine Cove Road and Walker's Line in 1960 and the new congregation was called Holy Cross Lutheran Church, part of the Lutheran Church in America. The membership moved into its new home sanctuary in September, 1963. By 1966, when Rev. W. M. Myra was succeeded by Rev. E. Hacbush, there were 160 confirmed members and 130 children.

The second Lutheran organization in Burlington was formed in October, 1960, at a meeting in the home of Mr. and Mrs. John Allan on Townsend Avenue. Rev. Kenneth L. Zorn, under auspices of the Ontario District of the Lutheran Church—Missouri Synod, began a new church called Prince of Peace Lutheran and the first chapel at 1199 Homewood Drive was purchased from Glad Tidings Pentecostal Church. A modern new structure was later erected on Brant Street near Mount Forest Drive and dedicated in the late autumn of 1966.

Following its opening, the building on Homewood Drive was sold to Faith Gospel Church which had been meeting in Lawrie Smith School under the leadership of Rev. W. F. Weland.

Another religious body active in mission work is Burlington Alliance Church. It was founded in 1959 at Strathcona Public School and later moved to the Scout Hall on Belvenia Road. The church was pioneered by Rev. N. Valentine and a place of worship erected on New Street near Appleby Line. Since 1964 its pastor has been Rev. John A. Robb.

Because of a generous gift of 35 acres on Panin Road in Aldershot, the administration offices and homes for retired missionaries of the Christian & Missionary Alliance in Eastern Canada will soon be situated in Burlington.

In March, 1960 St. Elizabeth's Anglican Church was founded as a Sunday School in Elizabeth Gardens School, to serve the area east of Appleby Line. Rev. F. W. Etherden has been rector since 1962.

A stirring ceremony took place in May 1961 when a 30 foot wooden cross in front of St. Christopher's Anglican Church was removed and carried down New Street by men of both congregations to mark the spot where the new sanctuary would rise.

The new St. Elizabeth's Church at Bromley and Hammersmith was dedicated January 25, 1962, and growth of the parish has been steady since then.

Another comparatively new church is St. Stephen United, located on Parkway Drive north of Mountainside Park. The congregation is presently led by Rev. Donald McLean.

Groups still meeting in area schools are the Christian Science Society at Glenwood School and Pineland Presbyterian Church in Pineland Public School on Meadowhill Road. Founder of this congregation in 1964 and present minister is Rev. Alex J. Morrison. Members of the Church of Jesus Christ of Latter Day Saints meet in the Lions Hall.

Burlington's newest Catholic Church is St. Gabriel's on Parkway Drive. The first parish Mass was celebrated in St. Gabriel's Separate School in 1962 and at first it was a mission served by priests of St. Stanislaus, Hamilton Polish parish.

In November, 1963, Father Edwin Lapinski, a long-time assistant of Father J. D. Capiga, the founding pastor (from St. Stanislaus) was named first pastor and he continues to serve in this capacity. The new parish is composed of 475 families, 150 of which are Polish.

In the same general area is a new Anglican church, St. Philip's, at 1525 Mountain Grove. Dedication of the sanctuary took place January 31, 1965, following two years of meeting in area schools. Rev. J. H. Bielby is rector of the church, which numbers 175 families on the roll.

The individuals and organizations that support these various churches are too numerous to mention, but without their help and faith the work of their ministers and priests would be in vain.

25

Avenues of Transport

PART I—RAILWAYS

History of the railroads in this part of the country dates back to an 1832 meeting in London, Ontario, which petitioned the government to grant a charter to build a railway from Burlington Bay to London. Lack of sufficient capital in the province to finance such an undertaking delayed matters for more than a decade. By the 1840's the situation had changed greatly and construction of the nation's railways proceeded rapidly in terms of mid-nineteenth century standards.

The first tracks laid through Wellington Square belonged to the Great Western Railroad. Begun in 1847, the railroad took seven years to complete and was finished here about 1854 with a line laid through the northern part of the village. There were also great celebrations when the G.W.R. laid the final tracks between Niagara and Windsor in 1854. The first through train passed between Toronto and Montreal in October, 1856 with the completion of another line, the Grand Trunk Railway.

The trains drew curious crowds at first. Diarist George Thomson mentions seeing a locomotive running on the Hamilton to Toronto railroad in November, 1854. Later he noted with dismay (plus facial injuries and a broken axle) that during a trip to Hamilton he was pitched out of his wagon by his horse taking fright at rail cars and a locomotive in front of them.

The coming of the railroads opened up developments throughout the whole countryside and brought prosperity to many, although communities such as Wellington Square and Port Nelson, dependent on lake freight, did not welcome the advent of the railroad too warmly at first. Business fell into a humdrum rut until the onset of the "lumber fever" a few years later. In the late 1860's the railway had begun to compete successfully with lake schooners and soon plush-lined railway cars were taking business from the steamboats and stagecoach lines which had monopolized passenger service along the lakefront. By 1870 almost all of the important stage routes had been abandoned.

Railroad tracks were laid across Burlington Beach in 1875 and this shuttle service greatly improved industrial transportation at the head of the lake. A newspaper clipping dated March 13 1874 says, "Yesterday the Halton by law granting $65 000 to the Hamilton and North Western Railway was carried by a majority of 257 (Burlington voted 82 for and two against)

The Halton County Atlas said of the complex railway facilities in 1877 "The Grand Trunk Railway runs through the northern extremity (of the county) from east to west and the Great Western through the south The Hamilton and North Western Railway cuts it diagonally from Burlington to Georgetown and the Credit Valley Railway is partly constructed which will divide it in the opposite direction."

The railway came none too soon according to the Atlas "Truth compels us to say that the roads are as a general thing only fit for travel in summer, or when covered with snow At other times the road is something to be remembered with anything but pleasure by the unfortunate traveller

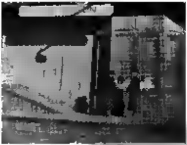
Speaking of railroads that passed through Burlington the Atlas notes that by 1877 "The railway advantages here are unusual as both the Great Western Railway and the Hamilton and Northern R R pass through the corporate limits thus giving a railroad in all directions. These facilities being duly recognized the village will doubtless rapidly increase its present population of 1 403 The last school census did indeed figure up to 1 600 but as the H and N.W R R employees were then working in the village doubtless 1 400 is nearer the number of permenent residents.

In August 1882 the Grand Trunk Railway acquired control of the Great Western Railway and became the competitive threat to the Canadian Pacific Railway still under construction

A lucrative line the Toronto Hamilton and Buffalo Railway began operation around the turn of the century In 1895 Burlington's reeve and clerk were authorized to sign a petition to the Dominion Government asking for a grant of $3,200 for the proposed T H & B Railway

In 1897 56 residents signed a petition to Nelson and Burlington councils asking "that some action be taken to further secure the safety of the travelling public at the G T R crossing at Freeman , and the G T R. was duly notified of the nuisance of their trains stopping on the public highway at the Freeman crossing and asked to stop it In 1899 council corresponded with the railway committee of the Privy Council regarding the need for a gate at the Brant Street crossing of the G T R. to ensure the safety of the travelling public "

Council records show another letter sent to the Grand Trunk Railway in 1904 in which Reeve William Kerns requested the G T R to



LEFT: WAITING AT THE OLD STATION—MAPLE & WATER STS. —1917

BELOW: A STEAM ENGINE AT FREEMAN STATION — 1923

have a morning train stop at Burlington Junction to pick up passengers. It is not recorded how successful the reeve was in his plea.

The G.T.R. was granted the right in 1916 to cross Brant Street with a switch to be used for the handling of fruit and car loads of perishable goods. Some of the early industries in town were built close to the railroad tracks since they were dependent on the railway to transport their raw materials and finished goods. The Canadian National Railway system acquired the Grand Trunk Railway in 1923.

There have been several railway stations in the Burlington area. For many years the Hamilton and North Western station was located just north of the Brant Inn above Lakeshore Road on the curve of the railroad line. There was also the station at Freeman which burned down April 1, 1904. The earliest mention of this station in the canal lighthouse keeper's diary in 1857: "William left for Wellington Square station."

A temporary building was used until the present red brick station was built. At Brant Street all switches were handled from the tower which now is used for operating the gates. Harry Blair was agent of the Freeman station at the time and Chester Fothergill was night operator. This point was known as Burlington Junction and is now the local C.N.R. station.

Today the old steam locomotives are gone, more spur lines are being built to accommodate the industries, and diesel engines haul piggy back carriers and refrigerated cars. It is a far cry from the pioneer days of the wood burners chugging their stoical way past the town.

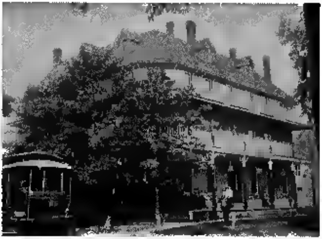
PART II—RADIAL LINE

Many Burlington residents remember the electric cars of the radial line which proved a vital link with Hamilton. Workers and shoppers used the cars daily along with students attending classes in the city. The first official steps towards the construction of the line were taken in May 1894 when the Legislative Assembly of Ontario passed an act to incorporate the Hamilton Radial Electric Railway Company. Then the fun started! The radial company wanted the right-of way over certain streets and Burlington businessmen favoured various other routes through town. The Burlington Library has a copy of one of the petitions dated 1896 in which council and owners of property along Water Street asked for construction to begin along their choice of route while the Radial Company favoured Ontario Street.

W. G. Pettit was Reeve of Nelson township in 1896 when by-law 378 was passed "To grant certain privileges to the Hamilton Radial Electric Railway Company." They were authorized to survey, lay out, construct, maintain, and operate a railway from Hamilton to Burlington (across the Beach strip) and through Nelson township. The route through each municipality had to have a two-thirds vote of each Council before the right-of way could be approved. As though in anticipation of trouble, the by-law stated that disputes between the company and Council were to be settled by the County Judge of Halton who would act as arbitrator.

There were disputes over the right-of-way along Elgin Street, New Street versus Water Street, and opposition to the railway crossing Church Avenue (Elizabeth Street). When construction finally got under way in 1898, ratepayers objected to the freight shed started on Elgin Street, and the company was given one week to remove their equipment. When the company declined, council gave notice that it would "remove same to the public pound at the expense of the company by April 11th." A special meeting of council was held April 6, to read a letter from the radial company regarding the proposed site for the station and freight shed.

Once the arguments were settled and the radial line in operation, riding the electric cars became part of the town's way of life. The route finally settled on was from Hamilton along Wilson Street and Birch Avenue, then across the Beach. In Burlington, it ran beside the hydro towers from the Brant Inn up Maple Avenue to what is now Elgin Street and on to Brant Street. The station was located where the town parking



A RADIAL CAR AT THE QUEEN'S HOTEL—ELGIN AND BRANT STREETS

lot is on Brant Street, alongside Watson's Jewellers and the line continued through Lions Park where the car barns were. By 1904, the radial cars were running along tracks from Burlington on the north side of New Street as far as Oakville. This section never paid its way as well as the heavily patronized leg to Hamilton and tracks were taken up when service on this part of the line was abandoned in 1925. An observer of the Burlington scene said at the time "It might possibly have been more successful had it been extended to Port Credit from Oakville and thereby made a direct connection with Toronto." Today some of the connecting bridges can still be seen along the north side of New Street.

The radial line was used not only for passenger service but for transporting freight such as a carload of stone which cost $2.50 to haul. Radial sidings were approved and a switch ran down John Street to the coal yard of P. C. Patriarche and the premises of the Burlington Canning Company. Early rules of the company provided for public waiting rooms, "passenger cars with all modern improvements for safety and comfort, including lighting and heating and they shall each day (not including Sunday) run at least six passenger trains each way."

Rates for any distance less than three miles were five cents and for any greater distance two cents per mile. For the return trip from Hamilton to Burlington it was 25¢ and 30¢ for a return trip from any point on the line east of Burlington (the Guelph Line was the town boundary.) Speed was restricted to less than 15 miles per hour and "Every car running over said railway shall after sunset carry a white light in front and a red light in rear conspicuously placed as a signal light and every car or train shall be provided with a gong or bell which shall be rung when approaching every public crossing."

Over the years there were disputes over rates, schedules, and trains stopping in front of driveways. At various stages mention was made of other companies putting lines through different sections of the Province. At one time Sir Adam Beck and the Ontario Hydro conceived the idea of an electric railway from Toronto to Niagara Falls. Nothing ever came of it.

The radial cars served Burlington from January 1897 until January 5, 1929, when the service was discontinued in favour of buses. A romantic era had ended.

Old timers who have used both means of conveyance would cast their votes in favour of the electric cars any day.

PART III—ROADS AND SIDEWALKS

At the time of Confederation in 1867, Wellington Square was a rustic and almost entirely isolated village and its few streets were roughly paved with stones gathered from the beach. According to old accounts of council meetings, road-building and repairing was the biggest headache the politicians had.

Authors of early days had many harsh words about the road conditions of Upper Canada between villages or clearings. A traveller writing in 1837 said: "The roads were so bad that no words can give you an idea of them. We often sank into mud holes above the axle-tree, then over trunks of trees laid across swamps, called corduroy roads. A wheel here and there, or broken shaft lying by the wayside, told of former wrecks and disasters. In some places they had, in desperation, flung huge boughs of oak into the mud abyss, and covered them with clay and sod, the rich green foliage projecting on either side."

Passengers had to grasp an iron bar in front of the wagon to keep from being flung out on the bumpy road. They were unable to get out and walk because the borders of the so-called roads were tangled, untrodden bush, infested with rattlesnakes and insects. Sometimes there was no road at all, merely a blazed path with the trees on either side as the only guide to the traveller.

No one moved very far during the wet spring or hot summer months unless it was absolutely necessary. Autumn was harvesting time and so it was not until routes were hard and snow covered during the winter that they were busy with sleighing parties or farmers selling their crops and gathering the coming year's provisions from a distant trading post.

Before the first settlers arrived, Indian trails wound through the forests which covered Burlington. These were later used by the pioneers as the first roads and some of the descendants of these can recall hearing of trails such as one leading from Dundas to Toronto. The pioneer Isaac Van Norman built his home at Appleby where the South Service Road is now, facing an Indian trail. He was so sure it would become the main road that even after the Middle Road was built he continued to use the trail and carried planks in his buggy to bridge the culverts.

Legend has it that an Indian trail lay close to the present Guelph Line. There is evidence of another trail from the bay northward. D. W. Smith, surveyor-general, lists in 1792 a sawmill-gristmill on a creek that empties into the head of Burlington Bay near the road leading from the said Bay to the Mohawk's village. Plains Road was also begun by Indians and it wound its way to Burlington Heights, now part of Hamilton.

John Graves Simcoe, first lieutenant-governor of Upper Canada, was responsible for the building of "Governor's Road" or Dundas Street, today known as No. 5 Highway. About 1793 a detachment of his Queen's Rangers cut the road westward from Burlington Bay to the Grand River, but the section from Burlington to York (Toronto) was not built until the lands owned by the Mississaugas were purchased in 1805.

Water transport was good so there was no need to hurry road building in these parts. When what now is No. 5 Highway was opened, the route was blazed several miles back from the lake shore to avoid the difficulty of bridging the wide mouths of the many creeks and streams and for greater safety in transporting troops and supplies in time of war. Governor Simcoe's road proved the wisdom of such planning in the War of 1812.

The old Mississauga trail along the lakeshore from York to the head of the lake was not blazed into a good road until later. The first mention of a Lakeshore Road appeared in the Upper Canada Gazette in 1804 when the government called for tenders for the construction of roads and bridges from York to Burlington Bay. Four years later the *Gazette* was urging the government to complete the section from the Credit River to the head of the lake.

On October 8, 1811, seven magistrates sitting at the Home District quarter sessions approved the first cross-country road in this area, from Burlington Beach to Dundas. An old map shows that the road came across the beach to the present North Shore Boulevard, went west to what today is Shadeland Avenue, from there to Plains Road, west to Waterdown Road, north until it intersected the Old York Road, and proceeded from there to Dundas.

The first roads were not financed by legislative grants but were built by the Imperial government as military thoroughfares or at the expense

of settlers or traders. The North West Company, for instance, contributed large sums of money towards improving Yonge Street in Toronto. Between 1825 and 1850 gravel or plank roads were built and designated toll roads. These were an improvement over log or corduroy roads, since the roadbed was drained and bridged and steep hills reduced in grade. This type of highway was usually laid out in straight lines, surmounting obstacles instead of going around them. Plank roads were satisfactory at first, but variations in lumber and the condition of the roadbed made constant and expensive repairs necessary, particularly after heavy frost. Joint-stock companies in charge of the toll highways were authorized to collect tolls and they agreed to keep the roadbed in repair, which they seldom did. At least these roads had a better foundation than earlier ones. When troops built the first sections of the Governor's Road, they just chopped off the stumps close to the ground but when Col. G. T. Denison supervised construction of the road between Toronto and Burlington he took the more radical course of tearing the stumps out by the roots.

The first stage between York and Niagara began its run in 1826, charging £5 for one passage and it took at least 17 hours to cover this route. During the coaching days, the most famous line of stages was William Weller's Royal Mail line of four-horse coaches, bright red vehicles with the Royal coat-of-arms emblazoned on the side. It was an involved process since fresh relays of horses had to be provided at each 15-mile interval. It was not until 1842 that a daily line of stages operated across the province from east to west. The largest coaches could carry 16 passengers when the roads were good.

The statute labour law of 1793, first of its kind, provided that every landholder might be required to work on the roads from two to twelve days as directed by the area pathmaster. This law was found to be unjust since landlords who owned an entire township were taxed no more than a person owning a few acres. After a few years a scale was arranged according to assessment, which varied from time to time. The work of opening roads was retarded for a time by the Clergy Reserves and by absentee landlords who at first were not required to perform road work. Later, when many of the main highways became toll roads maintained by private companies, municipalities were able to apply the statute labour laws to the less important roads.

When Caleb Hopkins was Nelson township chairman in 1836, William McCay was township clerk and commissioners were Peter Fisher, Francis Hamburgh and James Cleaver, much of their deliberations revolved about road business. There were 39 pathmasters in Nelson township at that time, each assigned to his own immediate district.

They supervised the building and repairing of bridges, hauled stones and logs to fill swamps, had holes in the roads filled up, graded and gravelled when necessary cut new roads through the township and sold the timber Pathmasters also had to keep accounts for materials purchased by various men working on the roads The law by that time provided that every male inhabitant of the township between the ages of 21 and 60 years was liable to two days' statute labour on the roads Further more days were exacted according to the assessment rate on the property e.g at more than $300 and not more than $500 three days work, etc. If physically unable to work, an individual paid the pathmaster 75c for each day's labour not performed One had to turn out when called on by the pathmaster with three days notice to work in one's division. Fines and jail sentences were levied against those who refused to either work or pay for the labour

Items such as these appeared in Nelson township minutes "The road committee reported again two culverts crossing the highway at Port Nelson and the creek are closed. We think there is sufficient statute labour to complete the work" Many farmers in the area belonged to the Guelph Line Road Company

As road construction improved, acts were passed in the legislature to regulate travelling on Public Highways These early traffic laws prohibited racing No person shall race with or drive furiously any horse or other animal or shout or use any blasphemous or indecent language" Signs were erected on any bridge exceeding 30 feet in length saying, Any person or persons riding or driving on or over this bridge at a faster rate than a walk, will on conviction thereof, be subject to a fine

People still used "shank's mare" a great deal and it was not uncommon for enthusiasts to walk from Burlington to Hamilton or to Waterdown on a Sunday afternoon The story is told of a woman who walked to Hamilton to shop for a hat. When she couldn't find what she wanted, she walked on to Dundas It is not recorded if she had enough energy to walk home again Another story is told by a member of the Fisher family about an incident which took place on July 1 1868 the first anniversary of Confederation Two brothers were sent out to the barn to grease the wagon wheels Later the family drove as far as the Middle Road at Freeman where a wheel fell off The boys had forgotten to replace a nut. They walked home found it in the barn and returned to fix the wagon and continue on to Hamilton. They thought the trip worthwhile The speaker at Dundurn Park that day was the Father of Confederation Sir John A MacDonald

In 1894 the Good Roads Association came into existence in Ontario and it aroused great interest in improved methods of road construction By 1898 the first automobiles made highway improvement a national necessity but it was almost 20 years before Burlington had its first paved roads

GRADING THE WALKER'S LINE

Lakeshore Road, as we know it today, has been changed and diverted over the years as the water rose or the lake bank eroded. The Halton County Atlas of 1877 shows streets in the Village of Burlington which no longer exist. South of Lakeshore Road (or Water Street as it was called until a few years ago) another road is shown, called Front Street, which also ran parallel to the lake. Green Street, Market Street, St. Paul Street and Guelph Line all extended to the vanished Front Street. Another road now under water was Port Street. It was between Beaver and Market Streets on the south side of Water Street. The only indications we have of these roads and the surrounding lost property which included a market square, are the black and white painted guardrails at the end of Green, Market, St. Paul Streets and the Guelph Line which prevent cars from driving on into the lake. Two inns were on the lakeside and a third, the Royal (because it was owned by a Mrs. Royal), was located at the north-east corner of St. Paul and Water Streets. The building is still there, although completely renovated. The other two inns disappeared with the rising water of Lake Ontario.

Several miles east along the lakeshore in the vicinity of Secord Lane and Kraft's Lane there was, south of the present highway, another road which disappeared with erosion and the rising lake. When the original lakeshore road was washed away (some say it took a stagecoach with it in the dark of a stormy night), the present road came into being. Legend says that Laura Secord was given property in this area as a reward for her service to the Crown in the War of 1812.

The main north-south roads ending at Lakeshore Road are part of the old survey of Nelson township Guelph Line (it led to Guelph) Walkers Line (named after the Walker farm) Appleby Line and the Town Line (Burloak Drive) are all exactly 1¼ miles apart

In 1912 the lake rose to such a level that it was found the Lakeshore Road near the Guelph Line was dangerous in spots and unfit for public traffic and very expensive to maintain The township blocked it off in places and gave land to owners of adjacent property in exchange for a sufficient portion of land running through their properties for a new highway 66 feet wide Considerable dissatisfaction resulted in some cases and arbitration and expropriation were necessary before the road could safely be re-routed

Maxwell C Smith later to be the town's first Mayor in 1914, was proud owner of the first car in Burlington Bought in 1902 it was a single-cylinder Rambler painted fire-engine red, and townsfolk looked on in awe as he chugged along Brant Street at 20 miles per hour Local legend gives Mac Smith credit for the white lines which now divide the highways They say that people were watching concrete being poured for the new Toronto-Hamilton highway in 1914 and wondering, "How are we going to stop cars from hitting each other when they go around the bend?" Smith simply said, Paint a white line down the middle, so they did

The appearance of the main highways changed very little until after World War I when with the great increase in motor traffic gas stations with their pumps began to replace blacksmith shops and watering troughs One of the first concrete roads in Canada was the Toronto-Hamilton Highway (now Highway 2) commenced in 1914 and formally opened November 24, 1917 The cost was $1,250,000 or approximately $33 000 per mile

First mention of the section to be laid through Burlington along the lakeshore was made in January 1913 At that time council introduced a petition signed by property owners endorsing the government's plan and praying that we take the necessary action to further the proposal and assume our share of the obligation In 1914 council took the stand that the provincial government should build main highways assisted by frontage taxes in the communities they passed through and that the Lakeshore Road which connects the cities of Hamilton and Toronto and serves a population of over half a million people and which at present is in a deplorable condition, should be the first provincial highway constructed

There was much contention about the route the new highway would take through Burlington. At the first meeting of Nelson township council in 1915 it was noted that "we have learned with a great deal of surprise and regret" that the highway commission planned to run the new road

down Brant Street instead of along the Bay Shore where the township wanted it.

On January 27, 1915 in Judge Monk's chambers in Hamilton, Commission and Township presented their cases about the route and a compromise was reached. Since the Bay Shore route was unsatisfactory to property owners near Freeman and in the northern parts of the township, and the Brant Street route was not favoured by Hamilton and parts of East Flamboro, the route by the Bay Shore, up King's Road and along Plains Road, approved by most of the municipalities, was the one decided on.

The cost was divided between the Province of Ontario, the municipalities of Toronto and Hamilton and the townships and communities on the route. The lakeshore route was selected in place of Dundas Street, a longer thoroughfare with numerous hills, or the Middle Road which at that time was not regarded as being of too great importance. No. 2 highway, sometimes referred to as the "father of all Canadian highways" was taken over by the Ontario Department of Highways on April 14, 1925.

Completion of the Toronto-Hamilton highway spurred development of macadamized roads and Burlington's Council was urged by residents to build a permanent surface on New Street and Brant Street and effect improvements elsewhere where needed. An estimate of the cost of a cement roadway on Brant Street from Water Street to the Plains Road was finally obtained in 1922. The road across the beach strip was paved in 1923 and by the end of the 1920's work on town streets was completed. Houses were numbered in 1925 and street signs positioned in 1926.

July and August 1966 saw the reconstruction of Brant Street from Lakeshore Road to Caroline Street with new sidewalks, road, street lights and underground services. New Street was widened to four lanes and given a sidewalk from the Guelph Line east in the mid-1960's, the work carried out in stages over several years.

The Middle Road, originally an Indian trail, was first known as the Iroquois Road. It was surveyed in 1806 and a rough corduroy track built. The later and existing route was established in 1835 by pioneers who dug the ditches and graded the road. Later a stock company gravelled it and tolls were charged. It took 35 to 40 years before a good quality road was built and named Nelson Gravel Road. In 1931 as the Middle Road it became an alternate route to Hamilton midway between Dundas Street and Lakeshore Road.

Known now as the Queen Elizabeth Way, it was originally intended in 1934 to be a 40-foot pavement, similar to the Lakeshore Road. The following year it was decided to make it a divided highway with a centre boulevard. The first section built was from Highway 27 to Niagara Falls

and was officially opened to traffic on June 7, 1939. Dedication ceremonies were held at the Henley Bridge near St. Catharines and present were their Majesties King George VI and Queen Elizabeth who were visiting Canada at the time. By 1956 the Q.E.W. connected Toronto with the Peace Bridge at Fort Erie and in September 1960 the section between Toronto and Hamilton became a completely controlled-access highway.

Burlington boasts something novel in the way of a roadway. King's Road, which includes a magnetic hill. The hill is an optical illusion whereby an automobile apparently backs up the hill by itself and ditch water seems to be flowing uphill. Burlington's "magnetic hill" may be located by going north on King's Road past the town dump on the left side. The road curves to the right, down a hill, up again and down another hill. On this second hill the illusion occurs, provided a car is parked in exactly the right place.

Burlington possesses its full share of cloverleafs, overpasses and interchanges. In 1958 Water Street was renamed Lakeshore Road and part of the Queen Elizabeth Way through Burlington is still termed Plains Road. Seven provincial highways now run through town, the Q.E.W., Highways 2, 5, 6, 20, and 25 and the Hamilton-to-Toronto, Chedoke Expressway, Highway 403. To the north of Burlington is the MacDonald-Cartier freeway, Highway 401. The Ontario Department of Highways contemplates widening the Q.E.W. to 10 lanes and extending Highway 403 to connect with Highway 401 west of Highway 27 at the western edge of Toronto. Highway 5 may be widened to four lanes.

Governor Simcoe would never know the place were he able to return to appraise the changes that have occurred since he laid out the first roads in 1793.

In common with other Ontario towns, Burlington in the late 1800's had wooden plank sidewalks. As early as April 2, 1855, Nelson by-law 75 was passed to assess certain portions of the Township in the area affected, for laying a "plank sidewalk from William Bunton's brick shop on Water Street to the station of the Hamilton and Toronto railroad opposite the residence of Joshua Freeman, Esquire."

Sidewalks were an improvement over walking on the dirty or muddy road, but they required constant upkeep, and council was often sued by people who had stepped through rotten planks or who had been struck by loose boards flying up and hitting them. Burlington council had a Roads and Sidewalks committee whose duties were many and varied. For example, in one short period in 1896 they had to deal with and remove "if thought best", a certain pine tree on Guelph Line, put a crossing down "at once" on Brant Street in front of Hurd's gate, replace sidewalk sections on Water Street, and lay new ones on Brant Street

opposite the Queen's Hotel, and on Guelph Line between Water and First Streets. Then they ordered stone to repair bridges on Water and Pearl Streets.

In 1899 walks were built north on Guelph Line to New Street and a section replaced near the Glover Basket Factory at Freeman. It was a never-ending job for village workers. Finally, in 1900 council decided to get estimates on the new type of granolithic sidewalks and meanwhile they replaced walks in front of the post office, from George Allen's shop at Pine and Brant Streets to Caroline, and sections in front of Dolton's and Renton's.

On the matter of permanent sidewalks, council minutes record a letter from the Royal Artificial Stone and Paving Company of Guelph, asking for the privilege of tendering for concrete walks if any were planned in 1902. Council still hedged, although they discussed the matter of raising money by debentures for new walks, while they went ahead grading James Street from Brant to John Street and repairing boulevards on Brant Street "the owners of the property to pay for the planks".

By June, petitions had been received by council from several parties asking for concrete walks on Brant and Water Streets, so a special meeting was called on the matter and more petitions poured in from residents in the downtown area wanting the modern walks in front of their properties. Tenders were called in August and then council had another problem. A Guelph firm put in the lowest bid and the highest, 14c per square foot, was from a local man. One councillor moved that he be engaged to lay the walks so as "to employ Burlington labour as far as possible". A heated discussion ensued, council adjourned for a week to think it over and then the low tender of 11½c per square foot was accepted. The Guelph firm was requested to charge for cement curbs as if the curb was an extra foot of sidewalk, and council arranged to borrow $1,500 to pay for the walks.

One of the first granolithic crossings was laid at Water and Elizabeth Streets. The entire plank walk from the Brant Street schoolhouse to the G.T.R. tracks was termed a menace and was completely removed to make room for a cement walk. A firm from Simcoe was hired in 1904 to build further walks and crossings as the petitions continued to pour in. Walks were laid on those streets where requests had been signed by taxpayers and, since everybody wasn't in favour of paying for the new-fangled cement walks, council threatened to make it a ruling "that on any streets where sidewalks are worn out and parties refuse to sign for a granolithic walk, board walks be built and the cost be charged to the property fronting the walk".

A court of revision dealt with sidewalk disputes and by 1915 most of the arguments were settled. By then, more pressing matters such as sewers, watermains and plans for paved streets claimed the attention of officialdom.

M. C. SMITH'S COUP

The Roads and Sidewalks committee also had to turn their attention to the waterfront on occasion. They decided in 1901 to build steps down the bank to the lakeshore on Pearl Street so that the public could get an approach to the lake, the cost not to exceed $15. The commissioner was told to hurry and build the steps "so the public can use them while the water is warm." The townspeople enjoyed the swimming right at their doorsteps so much so that in July, 1908, council sternly resolved "that the clerk procure cards forbidding bathing in the lake along the shore of the Village of Burlington unless bathers wear suitable bathing suits, on penalty of a fine of $5."

In May, 1906, estimates were sought for building a crib to protect the lake bank on Water Street that was threatening to collapse. In August two councillors went to Toronto to inspect timber for a proposed breakwater at the foot of Burlington Avenue. The pounding of the lake was becoming so severe that two years later, David Henderson, M.P., was urged to ask the Dominion Government to build a cement breakwater "along the shore of Lake Ontario in and adjoining our village boundary to protect the shore from being washed away".

The request brought no action. In 1909 Reeve M. C. Smith petitioned the Dominion Government again, through the Hon. William Pugsley, Minister of Public Works, again with no encouraging results. Two years later storms were still washing over the highway and Reeve Smith worried a great deal about it, knowing that the town couldn't afford to build a wall without financial help. He privately conferred with an engineer friend and had a complete set of plans for a proper revetment wall drawn up which he took with him to Ottawa.

The new Minister of Public Works was known to him and when he reached Ottawa he found he had met the minister's secretary some years before, at Winnipeg.

The federal government had never spent money on local improvements except for harbours and docks for ocean-going vessels. The young secretary was unaware of this. In the absence of the minister, the secretary told Smith the chief engineer would have to approve the plans first. When the engineer was confronted with what appeared to be official plans sent down from the office of the Minister of Public Works, he assumed they had been passed and he added his approval without questions. When the Minister returned, Smith told him the chief engineer had approved the plans. The minister assumed they had been passed and he signed them too.

The subsequent revetment wall built along the waterfront was the only breakwater the federal government ever built for other than an ocean-going port. Sparks flew around Ottawa but the wall had been built by then and the government was committed. An addition was built at the foot of Brant Street in 1926.

PART IV—SKYWAY BRIDGE

Burlington Bay Skyway, the largest bridge constructed by the Ontario Department of Highways was officially opened by the Hon. Leslie Frost, Premier of Ontario, on October 30, 1958. Steady streams of cars and trucks use this vital span on the Queen Elizabeth Way while under this traffic, pass lake and ocean vessels from seaports of the world.

The history of Burlington Beach dates back to the 1790's when John Graves Simcoe, Lieutenant-Governor of Upper Canada, purchased the sandy strip for 100 pounds in goods from the Mississanga Indians, to be used as a link in the military road, from York (Toronto) to Newark (Niagara-on-the-Lake). In later times, for decades, ships passed through a channel built in the 1830's, and wagons crossed the channel on a scow or on a swing-bridge. Then came the age of the automobile and speed. Until the opening of the Skyway, the Burlington Canal was the cause of traffic tie-ups whenever the swing-bridge on the Beach highway was raised for the passage of a ship.

The number of highway traffic interruptions increased with 1952 when a freighter demolished the northern leaf of a bascule-bridge over the channel. It was replaced by a temporary structure, and ship traffic was restricted to one half of the channel. Mile-long queues of vehicles on both sides of the channel were a common sight on weekends when as many as 30,000 cars a day passed this point which had a capacity of 900 cars an hour.

There was great interest as the concrete supports for the new bridge went up and the steel spans were eased into place. In 1958 Burlington was apprehensive lest the bridge would not be named after the town. Burlington Jaycees presented a petition to Highways Minister F. M. Cass recommending the name "Burlington". Premier Frost in September agreed that the bridge would be officially named the "Burlington Bay Skyway". As time passed the bridge came to be known merely as the "Skyway".

When the Skyway was completed, the centre span was 120 feet above the harbour entrance, it was 4.37 miles long and it had cost $19,000,000.

Newspapers reported that plans for the bridge had been in progress since 1954 and the Burlington *Gazette* added, "Premier Frost at the opening put an end to 40 years of muttering, grumbling and cursing by simply cutting the ribbon to open the span."

THE BURLINGTON BAY SKYWAY NEARS COMPLETION — 1958

26

Services to the Public

PART I—POSTAL SERVICE

Communication of any kind was a major problem in pioneer days when there was no government postal service at all. It was the receiver and not the sender who had to pay the charges for the delivery of a letter, with the result that many letters were unclaimed because there was no money to pay for them. In "Halton's Pages of the Past," author Gwen Clarke notes that much heartache was caused these pioneers in a strange land, longing for news from home and unable to collect the letters that awaited payment of postage.

Emigrants sometimes went to the local post-office, homesick and eager for news from their home country, mostly the British Isles, and on finding that their letters would cost as much as five or six shillings, would turn away in despair. One post office in the early 1800's had 48 unclaimed letters on hand and a notice hung in the office saying that if the mail wasn't picked up and paid for by a certain date, it would all be sent to the dead letter office.

Letters from home were prepaid as far as the coast and then were sent across Canada in various ways . . . by bateau on the St. Lawrence, by government schooner across Lake Ontario, by stage coach on land and by courier or private messenger on foot or horseback until the mail finally reached the recipient.

By 1816 there were still only nine post offices served by mail coach in all of Upper Canada. Roads were bad beyond description.

When the mail coach, painted a bright red, reached the post office, the driver blew a blast on his horn and threw the mailbag to the ground. The postmaster took out what was addressed to his district, put in the outgoing mail and returned the bag to the driver.

A letter posted in England in autumn might, under favourable circumstances, reach York (Toronto) by the following spring. Eventually mail in Halton County was dispatched along the lakefront five days a week. By 1846 Wellington Square (Burlington) had a post office "with post every day." Hiram Smith was postmaster and T. Cooper ran the post office in Nelson.

By the end of the 19th century, Nelson township was dotted with post office stations at Burlington, Port Nelson, Freeman, Ash, Appleby, Tansley, Nelson, Zimmerman, Lowville and Kilbride. Postal reform in 1898 brought about penny postage, a great relief to many who had been unable to afford the luxury of writing letters.

Burlington's post office was on Water Street, next door to where Farrauto's tailor shop now stands. Postmaster W. Peart presided over a tiny frame building which was a gathering place for people to stop and gossip.

An incident which was recalled with amusement concerned a villager who was often bad-tempered with the children. One day he was in the tiny crowded post office, loudly arguing politics with his neighbours. The children sneaked up outside and closed the window on his coat-tail, so that when he tried to walk away, he was caught tight. "We made our own fun in those days," recalled Miss Nellie Mortime.

Port Nelson had its post office in the early 1900's in the store at the corner of Water Street and Guelph Lane. William Douglas and Hugh Cotter were responsible for its construction and the building with the cut-off corner became a landmark. T. Bamford followed Hugh Cotter as postmaster of Port Nelson.

A story is told about John Waldie, who was a friend of Mr. Bamford's. In those days a postmaster's salary was based on the number of stamps he sold, so it boosted Bamford's prestige and wages when Waldie bought $400 worth of stamps from him each year. Eventually, postal authorities requested Mr. Waldie to patronize his own post office in Burlington, where his business was located.

By 1913 Burlington had a more commodious post office on Water Street and was on the verge of becoming a town with its population of over 2,000. Council petitioned the federal government for a larger and more suitable building, but the outbreak of World War One caused postponement of all non-essential government projects.

By 1927 Audrey Peart was postmaster, succeeding his father. There were two other post offices at that time, one at Port Nelson run by George Brown and the other at Freeman under William Cannon.

Burlington finally got a new post office in 1937, an attractive stone building on Brant Street. Fred Ghent was appointed postmaster. When house-to-house delivery was begun in Burlington, it was made easier by the numbering of houses in 1925 and erection of street signs in 1926.

The 1937 post office was built next door to the old library, a gift to the town by John Waldie, which eventually became municipal offices. Both buildings were used as municipal offices after 1959 when the new post office was finished on Brant Street across from St. John's Church.

By 1966 there were 39 letter carriers and 5 rural routes. No other postal employee could boast the record achieved by George Greer who

retired as a rural mail carrier in 1965 after 35 years service. His father William, a blacksmith, had delivered R. R. 1 mail from 1908 using a horse and cutter in the winter and a Model T in the summer for the 18 mile trip. Times had changed by 1965 when the route stretched for 45 miles.

Even though postal operations have become more complex, 1966 postmaster Wallace Kirkwood carries on a tradition of service handed down from the days of the first building on Water Street.

PART II—FROM BUCKET TO SNORKEL: THE FIRE DEPARTMENT

The cry of "Fire" was a frightening sound to the early settlers who often lost, in a matter of minutes, homes that had taken weeks of back-breaking work to build. Since many homes were constructed of wooden planks or logs, there was little anyone could do to stop a fire once it started, unless there was a bucket brigade.

Of course, fire within proper bounds was a valued aid to the pioneers, not only for domestic purposes, but for burning off patches of land for farming purposes.

In the late 1800's when villages in this area were flourishing, and dwellings were being built closer together, there was often danger of the flames leaping from house to house. A story is told about the day the Kilbride hotel burned in 1875. The home of Rev. D. G. Clappison, of the Methodist Church, was situated temporarily in the house next to the hotel. The parsonage was in grave danger of catching fire because the wind was blowing that way. Folks rushed to save the furniture. Mr. Clappison calmly told them not to trouble themselves because the parsonage would not catch fire. The people stood and prayed with him, and miraculously, the wind changed direction and the parsonage stood untouched. It was an impressive demonstration of faith.

During the 1890's, the Burlington Volunteer Fire Brigade was formed, and the first horse-drawn apparatus bought in 1893. It is recorded that the Engineer in 1895 was H. Lowe who was paid $21 per month for his services.

A bell had just been erected at the town hall which did duty as police office, "lock up," and fire station. Inscription on the bell (which now stands outside the main library on Elizabeth Street across from the original town hall) reads: "Erected by Burlington Council of 1894. Commissioners, George Blair, George Kenton, O. S. Colbram, P. N. Ogg, James Allen, Clerk and Treas., Thomas Atkinson, Reeve."

In 1895, Councillor Campbell moved that the first person ringing the bell in case of fire, receive a gift of $2, but the motion was defeated. Council did buy a clock for $10 for the bell tower.

Accounts paid to firemen and helpers were important items for council. Mrs. John Henley and James Parkin were paid the sum of 55c each for watching ruins of a fire on Brant Street as directed by Chief Hatton. Bills of five dollars each were paid for services at a Zimmerman fire and at the Ocean House, a popular resort hotel at the Canal.

In the early days there seemed to be a constant turnover of chiefs. Fire Chief Hatton resigned in 1896, and L. Hennings was appointed in his place. The Lieutenant was Alfred Wills and members were John Little, John F. Cline, George Galbraith and C. Blanchard. A few months later Chief Hennings quit and John Tudor took his place with Richard Coleman his assistant.

In 1897 it was recorded that "Mr. Ogg moved that the Burlington Fire Committee purchase four coats, six pair boots, six hats, five pair gloves, one pole hook with chain attached, one roof ladder, one ladder suitable for fire purposes, one lamp and table for fire hall, one steel bar, four feet long, said items to be purchased in the cheapest market." They were, too, since the bill for boots, coats and hats came to only $26.40. Council also approved "$1.15 for cheese and soda biscuits for firemen at the recent fire and $1 for matches." Matches?

The owner of the first team of horses that took the fire engine to the fire and returned it to the fire hall received $5. In case the team was not required, the owner received $1.50. Later on, hose reels were hand drawn by companies of volunteers.

In 1896-97 underground tanks were built in various locations in the village for water storage in case of fire. They served until the water works was built in 1909. For many years Burlington's tall water tower at Maria and John Streets was a well known landmark. It was 80 feet high at the outset and later another 20 feet were added. A cover was placed over the top and a little fence and walkway built around it. The old water tower was torn down and in 1956 the property became the site of the office building of the Inter Urban Area Water Board.

Old accounts tell of a fire at a local lumber yard when the fire brigade lost 100 feet of hose. Council billed the lumber company. A volunteer injured at the fire was unable to work for ten weeks and was granted $20 by council!

There were rumblings of trouble in 1898 (unfortunately not recorded in full) and the brigade was asked by council to resign en bloc. The village constable was given charge of the equipment until a new brigade could be formed. He was authorized to call on any citizens to assist at fires. At the same time, council was presented with a bill of $106.55 for repairs to the steam fire engine and the commissioner was advised to appoint a "responsible person who would manage the fire reels." This may be a hint as to what the trouble was.

Every year Council had to deal with a long list of rebates on taxes charged for buildings that had burned. For example, in 1901 Council approved a rebate to W. Kerns and Co. for a wharf and warehouse destroyed by fire.

Allan S. Nicholson served as chief in 1911 and as secretary-treasurer in 1914 when Charles Lyons was chief. The following year a deputation from the brigade asked Council to help pay expenses to the Annual Fireman's Convention in Thorold and were given $75.

In March, 1916 volunteer firemen in the west end of town asked for money to furnish a building for No. 3 company and were granted $25 to equip a storehouse and meeting place.

The first motorized fire truck was bought in September, 1916, and it greatly increased the brigade's efficiency. It cost $4,855 and consisted of one motor combination chemical and hose truck of two-ton capacity. No longer would it be necessary to pay men "one dollar for drawing fire engine to wharf." By this time the brigade was divided into three companies and had 36 men.

That fall the firemen were permitted to display the new Denby truck at Oakville Fall Fair, provided they left a wagon with "hose loaded, and team harnessed for emergencies." The old hose reel was later given to the Peel Halton House of Refuge at Brampton.

The new truck got a good workout on a windy night at the Beach when 14 two-story houses burned.

In 1918 the fire and light committee wished to install a signal siren fire alarm, but decided the one purchased "is absolutely unsatisfactory and we will not accept same." A local family continued to attend to the ringing of the fire bell, a telephone having been placed in their home to notify them of the location of fires.

It was shortly after this that a special meeting of council was "abruptly adjourned when fire broke out on Councillor Koenig's premises."

Through the years the volunteer fire brigade has been active in town activities. In 1919 Tom Jocelyn, then secretary, was granted use of the unused town band instruments to form the Burlington Fire Brigade Band. For many years the firemen supported a drill team which competed with other fancy drill squads at the annual conventions. Under Chief James Waumsley the brigade raised funds and bought a $5,000 steel life-saving boat in 1947 and moored it close to Spencer Park.

The Ontario Volunteer Firemen's Association convention was held in Burlington in the summer of 1923. Again in 1958 it was a gala five days with Tom Waumsley as host chairman.

BURLINGTON CITIZENS

VOLUNTEER FIRE DEPARTMENT MARCHING BAND

Prior to 1900, hook and ladder companies were strictly voluntary. Members carried out their duties without remuneration, the social activities of the company being their satisfaction. In some towns fire-fighters were exempt from poll tax, from militia duty in peace time and from serving in the capacity of constable, juryman, or in any other office.

There was a spirit of camaraderie in the volunteer organization and much wholesome rivalry between the companies of the brigade was the result. Burlington firemen were constantly kept busy with the town band and sponsoring sports activities. As firefighting apparatus developed in efficiency and towns increased in size and population, more permanent arrangements became necessary.

Burlington's first fire station was an addition built on the town hall building on Elizabeth Street. The present station at Elizabeth and Pine Streets was built in recent years as was No. 2 station on Queensway Drive. The latter gave protection to Nelson township and became part of the Burlington department after the 1958 amalgamation. The station in Aldershot was constructed on Waterdown Road in 1959.

A station built in 1966 on Guelph line is the new headquarters taking the place of the overcrowded Queensway Drive station.

The 1966 fire chief, Reg. Law, was assisted by three District Chiefs: Jon Olsen at No. 1, W. Inglis at No. 2 and George Nesbit at No. 3 station. Each station had a brigade of 30 volunteers and the department also employed 27 firemen and four dispatchers.

The 1966 fleet included eight units ranging from a 1942 Ford which pumps 420 gallons per minute, to a 1964 model with a capacity of 840 gallons per minute. There were, in addition, panel trucks, a rescue van with underwater diving equipment, a station wagon used by the fire prevention department, a snorkel unit and approximately 20,000 feet of fire hose.

Still used in parades and often in demand for firemen's weddings is a 1925 Reo fire truck which is stored at the Aldershot station, but no longer in active service. The modern fleet is in striking contrast to the old hand-drawn hose reels, one of which can be seen at the Joseph Brant Museum.

PART III—LAW AND ORDER. THE POLICE DEPARTMENT

As mounting statistics on road accidents accumulate at the Police Department, we may think that traffic laws are peculiar only to the age of the automobile. However, an early traffic law of Upper Canada was passed March 6, 1812, "to prevent damage to travellers on the highways of this province".

There were no policemen as such in the early days, but the laws were upheld by Justices of the Peace such as Hiram Smith and William Chisholm who served the Wellington Square district from 1830 to 1852. It is not known who was in office here to enforce the 1812 traffic law which said in part, "Whereas evil disposed persons travelling the highways in this province with sleds or other carriages, frequently do injury to His Majesty's (George 3rd) subjects whom they do meet on the highway, by not giving an equal half of the width of the road or beaten track, for the convenience of passing each other . . ."

To remedy "such evil practices" the Legislative Assembly of Upper Canada made it law for persons travelling in sleds or carriages to turn out to the right hand and give an equal half of the road to anyone they might meet coming the other way, "for the more easy passing by each other without doing damage to either party's team, sled or carriage".

The law further said that anyone driving a sleigh must have affixed two or more bells to the harness, and if he neglected to do so, could be convicted either by confessing the crime or by the oath of one credible witness. He was then liable to a fine imposed by the Justice of the Peace, of ten shillings to be raised "by the sale of the offender's goods and chattels". Presumably the credible witness could have been the person who wasn't given his rightful half of the road, which surely must have led to some loud discussions in the courtroom.

Inability to pay one's debts was a serious crime. However, if an insolvent debtor, detained in prison, applied to the court and swore by oath that he was not worth 5 pounds, he could be discharged or else a dollar per week for his support was to be paid in advance by his creditor every Monday.

There is considerable evidence that liquor was blamed for lawlessness in the pioneer days. Small wonder that the taverns became popular, even though their privileges were often abused. A writer in 1836 moaned

that the expense on books imported from England added at least one-third to their price, but there was no duty on whisky.

Small grocery stores also served as drinking houses, although a law existed which forbade the sale of spirituous liquors by any but licensed publicans.

A writer of the early times in Upper Canada, Robert Gourlay, considered the law-breaking practice of smuggling tobacco to be worse than the problem of liquor, which he felt was declining.

Mr. Gourlay also noted that "another bad practice is declining, the vulgar practice of pugilism." He considered fighting to be "a transgression of the Law of God . . . which spreads animosities through whole neighbourhoods and townships."

In 1895, Joseph Anderson was the entire Burlington police department with a yearly salary of $365 for serving as village commissioner, constable and truant officer. Sometimes he served as lighter of the coal oil lamps installed in 1882. Occasionally he needed help to combat a crime wave in town. The 1895 council minutes read that "Reeve Richardson and Councillors Cleaver and Allen were appointed as a committee to endeavour to capture and convict the party or parties who have been breaking into dwellings and committing robberies in the village and that an order be drawn on the treasury for the sum of $100 to be expended as they may deem best for the above purpose."

The lone constable was never idle with his nightly duties as lamplighter and he was also a keeper of stray animals. Around the turn of the century, he also had to "prepare the town hall for use on all occasions, provide a competent man in his absence, keep good order of the village, prevent improper conduct and arrest guilty persons for disturbing the peace, or being drunk and disorderly."

By 1898 there was a dog by-law on the books and the police officer was instructed to enforce it by making certain that every dog owner buy a tag or else be fined and have his dog destroyed.

There was one consolation in his job, however. Constable Anderson had an expense account. It is recorded that he received $1.25 for taking a woman prisoner to the Milton Jail, and on another occasion he got $1.50 for keeping a prisoner overnight.

One by-law which caused a good deal of bickering was passed in Burlington in 1898 and the rest of Nelson Township in 1900. Any person "riding, driving or propelling a bicycle, carriage, wagon or sleigh, other than carriages for invalids or children, on the sidewalks of the village or township," was liable to a fine of not less than $1 or more than $20, or if the fine was defaulted, a jail term of one to 20 days.

In 1904, Reeve Kerns was empowered to take such action as he thought best to abate the nuisance caused by rowdyism on the streets of the village. A reward of $10 was offered for information about vandals

who were breaking the globes on the new street lights and shooting holes in the library's glass door Public morals were also an issue and notices were posted around the village warning that "loafing on the sidewalks spitting on the sidewalks riding bicycles on the sidewalks and discharging crackers or any other fireworks are strictly prohibited by this council".

To make matters worse, the old plank sidewalks were falling apart and council had to contend with a series of lawsuits. Dr Richardson was paid $1.50 for dressing a man's injured hand and two councillors after talking with the man managed to settle the matter for $30.25 A Burlington woman received $50 for injuries after a loose board flew up and struck her Another woman got $15 when she fell on a defective sidewalk. Council soon found it necessary to appoint an assistant constable

A special meeting of council was called in 1905 to consider the business of a woman who had fallen on a broken sidewalk while walking to church" She thought she was entitled to $30 but the final settlement was for $10 Wooden bridges also caused troubles as they began to wear out

In 1901 a Mr Henderson was paid $2 for "damages to harness done by his horse breaking through Rambo Bridge on Water Street" A cement bridge was built at that point in 1907

In 1901 the village had a mild smallpox scare and another duty was added to the one-man police department. Constable Sneath was ordered to see that a certain house was quarantined for 2 weeks to tell the family to stop removing the placard from their door and remain on their own premises and then watch the house to see that no one left or entered He also had to place a box in a convenient spot for provisions for the family and have the house disinfected to the satisfaction of the medical advisor.

It is not too surprising that there was a constant succession of constables. In 1911 Burlington hired and fired four of them in a space of a few months

Some of the officers who served the village of Burlington before World War 1 were Wilson Henderson, William Armstrong, William Greene John Troughton, Allan Mitchell Sr and William Tulgar (whose salary was $800 a year) In 1914 Burlington became a town Lee J Smith was appointed constable in 1916 and he was Chief of Police for many years The year 1916 witnessed the first telephone installed in the police office and Chief Smith's salary was raised to $17.80 a week, the same as the town's sanitary inspector and liquor inspector

During the war there was a food shortage and the chief of police was instructed "to permit citizens to keep pigs within the town of Burlington providing they are kept in such a condition as not to be a nuisance".

BURLINGTON'S FIRST POLICE CAR—A 1947 FORD

CHIEF LEE SMITH

Burlington in 1916 was a small residential town of 2 580 peaceable citizens, "not averaging one offender a week". Besides the police department there were five duly qualified and capable Justices of the Peace in addition to the Mayor, all competent to dispose of any police cases requiring attention.

Special help was sometimes hired and in 1917 Bert Dunham was appointed special constable for the balance of the year at $2 for every other Sunday. Help in emergencies was also paid as when Allen Mitchell assisted police in connection with the Taylor store robbery and the shooting of the night constable, Allan Mitchell Sr. The assailant proved to be a well known local man about town.

A history of the town written in 1927 about conditions in Burlington in the pre-automobile era stated wistfully "Between Wellington Square and Hamilton there were two toll gates, one at Aldershot and the other near the city and no speed officers to issue blue papers." By 1920 the local magistrate had a full calendar of traffic violators and his request to council was granted in that he be permitted to retain one-half of costs of all cases coming before him for breach of the Motor Vehicle Act.

One continuing problem in Burlington during the early years of the century was the presence of "knights of the road" who "rode the rods" on the railroad and stopped off for handouts. The bills for food or transportation would then show up in council accounts. One man put in a bill for $6 for keeping tramp.

The town clerk was instructed in 1915 "to write the Grand Trunk Railway in reference to the tramp nuisance". If they were in town overnight the weary willies slept in the "lockup" behind the town hall.

Sympathy was felt by townspeople for these unfortunate men. Once Mrs. Dorothy Angus asked Chief Lee Smith why so many tramps just happened to come to her house and the Chief replied that her address was written on the wall of the lockup as a good place to get a meal in Burlington.

By 1947, Chief Smith's department had grown from night and day constables to a four-man police force and one cruiser. Headquarters were still in the town hall on Elizabeth Street where there were sleeping quarters as well as four steel and concrete cells beneath the office. The department was handling between 400 and 500 cases a year.

Police work in 1966 naturally is much different from the early days and Burlington now has a force of 51, including civilian staff, two inspectors, a staff sergeant, five detectives, the uniform division and four cadets in training who serve as radio dispatchers. Operating from the headquarters on Elgin Street, the force is under the direction of Police Chief Kenneth Skerrett and Deputy Chief Lisle Crawford.

Chief Lee Smith retired in 1956 and was succeeded by Deputy Chief Crawford. After amalgamation in 1958, Deputy Chiefs Fred Gaylord and Harvey Hunt from former East Flamboro and Nelson township police departments aided in setting up the enlarged Burlington police force. Kenneth Skerrett became Chief in 1962.

Well-known to all Burlington school children is Constable Peter Bromley, the safety officer. Detective George Moore is in charge of the Juvenile Division, Maria Street.

With the growth of specialized police work in contrast to the one-man force who patrolled a few village blocks on foot, the department now relies on a fleet of vehicles which includes eight patrol cars, three plain vehicles, a paddy wagon and one motorcycle. The officers' duties no longer include street lighting or sweeping out the town hall![1]

PART IV—HYDRO AND WATER

Previous to the 1890's Burlington streets were unlighted, but about 1892 special coal oil lamps were purchased in Montreal and installed at a cost of $1.50 for each lamp and post. They were erected on turned wooden posts and the first official village lamp lighter was Joseph Anderson. By 1897 Thomas Sneath had been hired to light the lamps each night for a yearly salary of $40. Charles Ladle assisted him in the west end. Lamps were located at the principal intersections and in 1899 Council moved "that lamps be placed on the corner of Pine and Martha Streets, at the school house crossing and at Rambo Bridge".

Although electricity came to the village in the late '90's with the electric radial line, the first mention of it as an illuminator was at a council meeting in 1900: "Reeve and councillors to enquire into the cost of lighting the village by electricity and the best method of doing so. Within a short time Messrs. Kilmer and Read, representing the Electric Light Company, asked for the privilege of installing a plant to "supply light and power to parties requiring the same." Council approved and a plant was constructed to generate electricity beginning November 1, 1900. By November 15 the village clerk was selling the coal oil lamps and posts for $1 each. When the town hall was wired, one 16-candlepower lamp was suspended in the council chamber and all agreed that the new method of lighting was very satisfactory.

Now that the streets in the centre of town were lighted by electricity, two additional lights were ordered for the west end of the village. The expense for street lighting from November 17 to December 31, 1900, was $50.

But the system had its problems. In January 1901 the power company was asked for a rebate of $5.56 "on account of no lights for three nights." This became a common occurrence. Meanwhile Council found it necessary to post a reward of $10 for "such information as will lead to the conviction of the party or parties found breaking the globes on electric lights."

Nelson township at the same time had its first experience with electric lighting. On July 2, 1900, permission was granted to the Ontario Electric Light and Power Company of Hamilton (represented by Kilmer and Read) to erect poles and string wires in the township.

They were instructed not to "interfere with, obstruct or endanger the travelling public, or to be a nuisance to private property." Strict precautions were taken against any possible accidents or dangers, and if the poles were not erected within six months, the township was to remove all installations, sell the poles and charge the company for putting the roadway back in good condition. The power company contracted to "furnish free of charge, five electric street lights of 32 candlepower each, which would be maintained and kept lighted from one hour after sunset to one hour before sunrise," on condition that the township would have an employee turn the lights on and off, each street light having its own switch.

Nelson records fail to elaborate if they had the same mechanical headaches as Burlington. The town had to tell the supplier of electricity "that the lights, according to by-law, are not up to agreement and that if not remedied, this council will order in the inspector."

By the end of 1901, accounts were being paid to the Cataract Power Company and the charges remained constant at $55.64 a month. Gradually the entire village became lighted at night, usually following petitions by residents. A sheet of paper in the town's minutes book is dated Burlington, March 19, 1906, and reads: "We the undersigned ratepayers of the village of Burlington do hereby petition the Council of the said village to continue electric lights on New Street to the Guelph Line so called It had 11 signatures

The Cataract Power and Traction Company which was supplying electricity to Burlington had been founded in 1896 by five Hamilton enterprisers. They had constructed a power plant near St Catharines at the foot of the escarpment approximately 35 miles from Hamilton. Within a decade the company had built up a flourishing business in the peninsula and in 1907 the Cataract Company was re-organized as the Dominion Power and Transmission Company The company had absorbed the Hamilton Street Railway the Hamilton and Dundas Railway and other radial electric lines. Ontario Hydro bought out the D.P and T in 1930

In that year Hydro indicated it would be interested in selling the distribution system within the municipality to the town corporation. In 1919 Burlington had turned down such a proposition because it was heavily in debt paying for schools and sewer and waterworks extensions Council was equally unresponsive in the depression times of the 1930's Consequently the H E P C was the distributor locally until June 5 1945 when the town took over

By 1949 the town had set up its own organization and had become part of the Ontario Hydro Electric System When in January 1958 Burlington annexed Nelson township and part of East Flamboro, the Ontario Municipal Board ordered that there shall be established a Public Utilities Commission for the Town of Burlington which shall consist of five members in accordance with the provisions of Section 42 of the Public Utilities Act which said Public Utilities Commission shall be for the purpose of controlling and managing the Water Works and the Hydro Electric Power Systems of the municipality Members of the first commission were Norman Craig chairman Andrew Frame Gerlacus Moes Kenneth Morris and John Lockhart Mayor

It was decided that Hydro and waterworks should be under the one roof to effect economy and efficient administrative handling Headquarters were at Maria Street from May 1958 until new quarters were completed at 1340 Brant Street in October 1962 Hydro consumers grew from 12,000 in 1958 to 16 505 by the end of 1965 and water customers increased from 8 712 to 12,896 The present staff employed by the P.U C numbers 100 people including office employees and outside workers such as linemen meter readers testers and waterworks crewmen.

WATERWORKS

Burlington established a waterworks system in 1909 and laid its first sewerage and storm conduits in 1915 By 1927 town statistics reported

that Burlington possessed 11 miles of water mains, 16 miles of sewers and 12 miles of electric cables.

The original record books shows that the first meeting of the Water Commission was held on May 18, 1909. The following took the oath of office: Maxwell Charles Smith, reeve, and J. S. Allen and W. J. Brush elected by the ratepayers on March 8, 1909. Their task was to install a waterworks in Burlington.

Wells had served homes and businesses until then. When water storage was needed for fire protection a number of underground cement tanks were built at various places in 1896. In 1909 a water tower was built at Maria and John Streets.

A problem each summer was the watering of the dirt and gravelled streets in town to keep the dust down. In 1895 Edward Near got the job for 50c a week during the summer months and was told to discontinue after September 17. In 1897 A. H. Finnemore was hired at 50c a day to pump water into the tank of the watering truck.

Some thought street watering was a costly frill and the next summer council decided to take no action unless villagers demanded the service. By the next meeting two petitions had been received, one with 45 names and the other with 11 names. The merits of buying an electric motor to facilitate pumping of water were debated with great vigour by the councillors. Petitions continued to pour in from people who wished their streets watered. Councillor Finnemore, whose pumping job may have been at stake, introduced one with 66 names asking for a bylaw on the matter. There was also much dissatisfaction over the route taken by the one horse water cart, some residents feeling that certain streets were being watered more than others.

In 1899 Council decided to mechanize its water pumping facilities. Once the electric pump was working, industries wanted to use the system. In 1900 Baxter and Galloway Milling Company was charged $5 per year for using corporation water. Any individual wanting water had to pay 10c a load. One summer Council was not at all satisfied with the street watering job being done. In line with a policy of concern for tax dollars the individual doing it was told that hereafter a percentage of his pay would be stopped for every day such service was not up to the agreement. In 1902, three men applied for the position which by then was paying $150 per season. Still with an eye to thrift, Council was seriously considering engaging someone who could also haul gravel and help keep the roads in repair. The street watering problem was resolved by 1915 when the town was paying $140.82 annually to the British American Oil Company for oiling the roads.

The waterworks question had been debated pro and con, year in and year out until in 1907 Council called for complete plans, specifications and costs of a water system. A special meeting was held in September 15 1908 "to discuss proceedings to be taken should council decide to submit a by-law to a vote of the people regarding the establishment of a system of waterworks for the use of the village. Several samples of water obtained from different sources were sent to Toronto for analysis to ascertain the relative purity of the water for domestic and other uses.

A by-law was subsequently passed, authorizing construction of the system and for the issue of debentures to pay for it. In June 1909 $47 200 received from the sale of debentures was paid to the Waterworks Commission. A further amount of $15 000 was raised in 1914 to extend and improve the system. Watermains were laid throughout the village and extended where needed as the community grew. The first sewer system and laying of storm conduits was begun in 1915. The filtration plant was completed in 1935 and the addition built in 1962 at the purification plant on Lakeshore Road.

Dr A H Speers, Medical Health Officer was responsible for convincing Council of the necessity of sewers. It was essential to install them on Water Street before the permanent Hamilton Toronto highway was finished so application was made to the Provincial Board of Health in 1915 requesting a mandatory order for the installation of a suitable system. A by-law was passed in June 1915 to borrow $24 700 to build storm sewers and $55 200 to build the sewage disposal works. Council offered Alex Bell $1 000 per acre for land behind the present arena as the site for the works.

Alteration to this Drury Lane plant made it the first modern sewage treatment plant in Burlington followed by the Elizabeth Gardens plant in 1959. The Skyway plant on Beach Boulevard is one of the major achievements of amalgamation. Opened in September 1964 it was constructed under the aegis of the Ontario Water Resources Commission with a capacity of 3 000 000 gallons a day.

Home heating was no great problem for the pioneers as long as there was a plentiful wood supply and strong arms to wield axes. The convenience of coal furnaces at the turn of the century kept coke and coal dealers busy for many years.

Today home builders have three main choices for heating purposes the newest concepts in electric heating oil heating and gas service which dates back to the old lamplighters.

The Hamilton Gas Light Company was sole distributor of gas here until 1904 when the new Ontario Pipe Line Company obtained a franchise covering the distribution of natural gas. A period of competition followed as gas heat grew in popularity and by 1929 Burlington and Oakville were obtaining gas from the United Suburban Gas Company Limited.

Gas for domestic heating was discontinued during World War II and manufactured gas in place of natural gas was used after 1947. By

1958 in the entire Hamilton-Burlington area, conversion to natural gas was completed on tie-up with Trans-Canada Pipe Line from western Canada.

PART V—BELL TELEPHONE

Telephone service first came to Burlington in 1885. Agent for the Bell Telephone Company was T. A. "Tom" LePatourel and the switchboard was located in the dispensing room at the rear of his drug store on Brant Street near Pine Street. Business subscribers listed in 1886 were Mr. LePatourel and the stores of Baxter and Galloway, W. Kerns and Company and Freeman Brothers. The first residence telephone listed in 1889 was for Dr. F. DeW. Bates' home on Water Street.

Until he built new premises for his drug store farther south, Mr. LePatourel himself handled all telephone calls and business for the company. Mrs. C. Smith (nee Pansy Anderson) became the first operator in the new store. Mr. LePatourel retained the managership in Burlington until 1914.

Previous to 1900 telephone service was furnished from 8 a.m. to 9 p.m. on weekdays and from 2 p.m. to 4 p.m. on Sundays. A petition was received from subscribers requesting 24-hour service. At that time there were 80 subscribers and it was necessary to increase the number to 100 before additional service could be provided. E. J. LePatourel, brother of the Burlington agent, came out from the Hamilton office and soon signed up the needed twenty additional subscribers.

At that time the rate was $15 a year, including three free calls to Hamilton a day. If the subscriber did not use these calls in one day he might have five the next day.

Permission had to be obtained from the village council before the network of wires and poles could be erected. Poles were installed under direction of the chairman of the town's road and sidewalks committee and the road commissioner.

An old telephone directory, circa 1905, listing all phones in western Ontario is in the historical collection of the Aldershot Historical Society. It was donated by Mrs. W. P. Schultz of Unsworth Drive and was originally used by the Schultz Manufacturing Company.

The first phone charges paid by Burlington council were 30c or 40c a month. In 1907, a bill of $2.65 for 3 months for the town hall office was approved.

In 1910, telephone poles were beginning to dot the landscape more and more. Nelson township minutes recorded that "since complaint had been made that telephone companies have placed poles on the highway where they will be detrimental to the maintenance of the roads, a committee was appointed to investigate and remove poles where necessary."

Usually council didn't complain unless it was necessary since the township occasionally garnered some revenue from electric and telephone companies When trees had to be cut down to make way for the poles the township got the wood to sell or use

Demands for new phones were increasing by 1921 Change from the old magneto switchboard to the battery switchboard was made on March 19 1927 In that same year Burlington's one thousandth telephone was installed. This locality did not convert to dial system until October 1949 when Miss Marion LePatourel, daughter of the first telephone agent made the first local call and Mayor Norman R Craig dialed the first long distance call There were over 2,500 phones in Burlington by then

In 1957 an addition was added to the dial exchange building at the north-east corner of Caroline and Brant Streets enabling Bell to provide some 1 700 additional customers with dial service by the end of March 1958

In order to cope with the growing telephone needs of the area in 1959 underground conduit pipe was laid throughout the town. By 1965, there were 20 370 phones serving the town of Burlington On October 30 1966 the all new "Touch Tone" dialing was introduced to Burlington, and on the same date direct distant dialing without any contact with the operator became a fact Times have changed from the days of 1918 when town council ruled that if the town engineer requires a telephone in his residence he be requested to pay for same

27

Black & White and Read: Newspapers

Newspapers have played an important role in this country since the early years of the 19th century. To the homesick and lonely pioneers who lacked dependable mail services, a copy of any newspaper or periodical was precious and it was passed from person to person in the community. The only newspaper published in the late eighteenth century was the Upper Canada Gazette.

A popular newspaper around 1836 was the New York Albion — an extensive double folio compiled for the use of the British settlers in the United States and Canada. The paper contained extracts from the leading English journals.

A respected periodical was the "Genesee Farmer," published monthly in Rochester, New York, and circulated in Upper Canada. A bound volume of issues of this paper, circa 1841, property of the Fisher family of Burlington, is a typical example of the era's style in newspapers, with flowery passages, long paragraphs and no photographs. The sometimes inaccurate drawings of animals were important to such publications, and one letter to the editor complained of a sketch of a cow weighing about 1,000 pounds with legs like four slender candles.

As well as the most practical of farm news and price quotations, there were articles about the experiences of people trying to raise silk worms and handy household hints such as a formula for waterproofing boots by heating a mixture of beeswax, turpentine, oil, tar and pitch "taking care not to set the mass on fire".

An editorial tried to encourage women to grow larger gardens by saying it was good for the health and a graceful accomplishment. A male reader wrote to say that "he would ride 20 miles to see one really healthy woman."

Does this editorial comment of years ago sound familiar? "The hundreds of young men scattered throughout the country and lounging about in the towns, furnish indisputable evidence that many in the rising generation are contracting habits which in after life must cause a large amount of sorrow and wretchedness."

ELGIN HARRIS

GAZETTE OFFICE ABOUT 1902

New settlers in Upper Canada often placed ads in the newspapers inviting girls to join them in wedlock, promising to be the "most adoring and obedient of husbands".

One paper widely welcomed was the London Illustrated News which from 1862 published a special Canadian edition. Later loading down the rural carriers' mailbags were copies of the Mail and Empire (now the Globe and Mail).

There is evidence that a small newspaper was published about the time of Confederation at Nelson Village, by the McCoy family. Called the Little Wasp, the weekly sheet had all the local news and gossip. For some reason its motto was "Arrah! how hot his little feet is", supposedly the remark of a visiting Irishman after a hornet had landed on his hand.

"The Halton Journal" carried no local news at all, but invited subscribers to take The Daily Globe, The Tri-Weekly and The Weekly Globe, Toronto publications. From the files of Milton's "Canadian Champion" comes the following item in September 1873: "The village known as Wellington Square was on Tuesday incorporated by the County Council under the name of Burlington and is now a full blown village. The old name was inconvenient on account of the large percentage of letters being sent to Wellington."

In the 1870's newspapers printed names of persons for whom mail was being held at the post offices, and a Traveller's Guide listed stage-

coach schedules leaving from Milton: "For Bronte station: Stage leaves every morning at 5.50 and every afternoon at 1.30. Fares 50c. For Hamilton: Stage leaves every morning at 5 o'clock, fare $1."

Halton County Museum at the Kelso Dam conservation area has several scrapbooks on display in the parlour exhibit, evidence of a family hobby popular around the turn of the century when reading material was still scarce. Favourite articles, recipes, dramatic fiction and serialized love stories, and emotion-charged poems were cut from newspapers and pasted close together. Picture postcards were spaced for contrast while fillers and jokes were used in small spaces as they are in newspapers today.

It must have been a great satisfaction to Burlington residents when they got their own newspaper, The Burlington Gazette, in 1898. The business faltered eight months later, however, and was in the hands of the bailiff when the equipment and a list of 300 subscribers were bought for $1,500 by Elgin A. Harris, an experienced printer on Petrolia, Wingham and Caledonia papers.

For four years he published The Gazette in a building on Water Street, opposite John Street, and when the site was purchased for a canning factory, he moved the business to Elgin Street. This land was needed by the Toronto-Niagara power line, and again The Gazette moved, this time to 370 Brant Street, the paper's present address. Elgin Harris was the Gazette editor and publisher for 57 years, later being joined by his son, George. Elgin Harris retired in 1956 after selling the paper to a group of Burlington businessmen.

After his retirement he continued to take an active interest in town activities with daily visits to The Gazette and The Spectator branch office.

In 1966, on the occasion of his 90th birthday, he recalled his active life in Burlington, not only as local newspaper editor, but as Reeve, Mayor, County Warden, member of the Water Commission and the School Board!

Subscriptions in the early 1900's were often paid with eggs, butter, firewood, apples and chickens. Mr. Harris recalled that no charge was made for birth, death and marriage notices. They were considered news.

The Gazette soon had a good business operating job printing: tax notices, dog tag certificates, bicycle permits, ballots and pay sheets for the town. In 1900 Council authorized the clerk "to get minutes, bylaws and financial statement of last year printed as cheap as possible." Apparently Mr. Harris offered them a good price, since thereafter the words, "Gazette Print, Burlington" appeared on all records.

Now issued on Thursdays, the Gazette has continued to report town activities and this headline story on January 8, 1958 showed that other

newspapers found that Burlington news made good copy the week of Amalgamation! "Birth of the New Burlington" "The Biggest Town in Canada" made headlines big and small in the papers all over Ontario last week."

By 1966 the Gazette's circulation had climbed to 8,000 (it is a member of the Audit Bureau of Circulation) and in newspaper competitions it has won 13 awards in six years as a member of the Canadian Weekly Newspaper Association.

After the turn of the century, Burlington had its own "column" in the Hamilton Spectator consisting mainly of "jottings" from residents in the lakeside community. As Burlington grew, so did the Spectator's coverage. Today the paper maintains a Bureau in the town with a staff of reporters and photographers and prints several columns of pictures and news daily, the latter transmitted to Hamilton by teletype printers.

One of Burlington's earlier contributors to the Spectator column was the late Nora Gilbert who combined this for 20 years with her regular job as Bell Telephone employee. Her devotion to journalism finally won her a full-time position on the Spectator's staff as Burlington reporter.

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The Library

Library services began in Burlington in January 1872, at a meeting of the public school trustees of S S No 1 Nelson, with William Bunton Benjamin Eager and William Kerns in attendance The question of establishing a library for the use of the school was discussed and a resolution passed that the trustees purchase a supply of suitable books from the Board of Education in Toronto.

In March $56 was spent on books which were placed in the hall way at the school and the next year an additional $25 was appropriated No further grants were made until 1883 The following year a concert was given by the teachers and pupils and $50 was raised to buy more books The trustees matched this amount and the library collection continued to grow

It is interesting to note that in 1872 the library was open to the public one hour a week, on Friday afternoon between 4 and 5 o clock Later when the service proved popular and more books were available the school was opened for two hours on Tuesday evenings and for four hours on Saturdays from 5 p m. to 9 p.m

W H Finnemore was the first chairman of the Library board. Later chairmen were Dr William Richardson W F W Fisher O T Springer, F W Galloway Joseph Ackland W R Gilbert, H T Foster, Harry Rawsome, V H Peart, B S Hicks H Goodwin and A Boynton. This record is not complete and names are not necessarily in order of service the list being made up from minutes of meetings from 1872 on Others outstanding in services given through the years were William Wiggins who served as secretary-treasurer for 47 consecutive years, Fred Blessinger Edmond Holtby J A. Lockhart, Ivan Moxham Gordon Berry and C. D Bull.

While library services in Burlington were provided from the early days under various names the institution as such always served as the cultural core of the community Somewhere in the course of time the Mechanics Institute figured prominently This organization became very popular in Upper Canada in the 1850's and 1860's the first one having been established in 1831 at York. It relinquished its library facilities

under the Free Libraries Act of 1882 while social and recreational activities were taken over first by the Canadian Institute and later by the Y.M.C.A.

By 1896 Henry Berry's small library in a house on lower Brant Street was also serving the literary needs of the village.

In 1906, Burlington's library board received an offer from John Waldie, Toronto, a respected former citizen of the community, Burlington's first reeve and member of Parliament for Halton, to donate a building for library purposes provided the village would furnish a suitable site. The village council submitted a by-law to the people on April 6, 1906, and they voted 53 for the project, two against. The library board was given $1,000 to purchase a site and a lot on Brant Street was bought from Alex Raach, located adjacent to what today is Dr. W. A. Weaver's home, occupied at that time by Dr. William Richardson.

Plans for the library were drawn by architect Charles Mills, a summer resident who lived in a house called Thayendanegea at Water Street and Brant Avenue (now Brock). Various artisans and local firms helped construct the building under Mr. Mills' direction and on February 21, 1907, the Burlington Public Library was formally opened.

Space in the town hall on Elizabeth Street eventually became overtaxed by the police and fire departments' needs, so the village clerk, O. T. Springer, was permitted to occupy space in the new library building and council paid rent to the board. Originally the library's book stacks were on the right hand side of the building and the left side was used for socials and later divided into two rooms, the front being used as a reading room, the back as the library when the courtroom was located on the premises. The reading section was used for classrooms for students in 1921 when Central High School was being constructed. It would seem that the necessity for shuffling civic offices from place to place to meet space demands is not just a latter day problem for local officials.

An early librarian was Edward Webber who served many years. He was a manufacturer of carriages and wagons in his business life. From 1910 to 1935 Miss Mary Detlor was librarian and Miss Mae Holtby served for a short time. Mrs. Dorothy Angus became head librarian in 1935 and soon was "friend to thousands". She was named Citizen of the Year in 1957, the first woman to receive the award. The present librarian is Miss Ida Reddy who oversees not only the main library on Elizabeth Street but the Aldershot and Skyway branches as well.

Duties of today's library staff are much different from those of Town Clerk Springer when he combined his work as a town employee with that of part-time librarian. He agreed to keep the library open while he was working as clerk, so the library was open longer than it would have been otherwise. There was a wicket at the back of the town

office where borrowers were given a list of available books. No one was allowed to touch the books, and only the librarian could take them from the shelves for borrowers who paid a rental fee on each one.

The income and town grants soon proved inadequate and town council agreed to finance the care and upkeep of the library building in place of the annual grant, in return for the use of the space it occupied. This helped ease the burden considerably and the library board carried on until 1946. A study was made of the library situation and it was decided that its activities should be brought under the Public Libraries Act which then made it a free library to Burlington readers. The first chairman under the new arrangement was Judge C. D. Harkness and the board consisted of eight members appointed by the municipality and the public and separate school boards.

Under the new regulations, the town took over the property on Brant Street and within three years library requirements had outgrown these premises. Council placed before the ratepayers a by-law to authorize an expenditure of some $200 000 to build a new municipal office, and the ratepayers turned down the proposal. The library board then approached council with the suggestion that the late Dr. A. H. Speers' residence on Elizabeth Street be bought and remodelled for library purposes and the Brant Street property turned over to the town for its own offices.

The Speers' property was subsequently bought and remodelled for about $36 000 of which amount the province paid $12 000. Since then it has undergone several renovations designed to give better library service. With the increased demands on the library since amalgamation in 1958, plans are being made for a completely new building, despite the popularity of the branch libraries in Aldershot and East Burlington.

Volunteers through the years have aided the librarian's work, among them, during the 1950's, Mrs. Nick Findlater who conducted a children's story hour each week with 40-60 youngsters attending. Mrs. Dorothy Taylor delivered books of their choice weekly to shut-ins.

The library also provided accommodation for pre-natal classes in conjunction with the Halton County Health Unit.

An unusual library service in Burlington will be recalled by young English war brides who, after 1945, came to the library looking for advice on Canadian housekeeping. Librarian Dorothy Angus befriended many of these girls and helped them with their shopping problems created by the difference in weights and measures and currency.

Thus it came about that a lecturer from MacDonald Institute in Guelph came to Burlington to give the girls lessons in planning and cooking meals, a service that was never forgotten.

Miss Ida Reddy joined the library staff in January, 1961, and when Mrs. Angus retired a year and a half later, Miss Reddy was given charge. As Burlington grew, the Elizabeth Street main library became over crowded despite additions made to the building. In September 1960 a branch library was opened in the basement of the Dominion Store Aldershot and it served until 1964 when it was re-located in ground floor quarters in the same Plaza.

A second branch was opened in the Skyway Plaza in the east end in the summer of 1965 The entire staff now serving in the three branches number 18 of whom two are professional librarians Miss Reddy and the children's librarian Mrs. Janis Lewis William Loosely has been chairman of the board for the past four years.

In the past five years the children's section has been greatly enlarged and extensive reference material is available for students with emphasis on Canadiana A deposit station has been set up in Lowville for the convenience of book borrowers in north Burlington

Projected plans are being discussed for a new main building which will feature services such as films records and a local history collection as well as a large selection of books

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Leisure Pursuits

The history of recreation and sports in this area goes back to the days of the Mohawk Indians, some of whom competed in such contests as lacrosse, swimming, canoeing and archery while others among them turned their talents to crafts. Examples of their ceramics, weaving and bead work have been preserved and can be seen at the Brant Museum. When the United Empire Loyalists and other white settlers came to the head of the lake, they often combined work and recreation so barn-raisings or quilting bees were occasions to look forward to. Settlers on widely-separated acres got together in summer for picnics, boating and log-rolling, while in wintertime dances and sleigh rides were favoured. As churches were constructed in the township and village, they became the centres of community activities. People gathered in them and in the homes for suppers, singing and story-telling.

At the time of Confederation, the Bachelors' Ball was a social affair held once a year, eagerly anticipated by young ladies and by bachelors as well. After 1873 the newly incorporated village of Burlington became a popular vacation place. Summer cottages sprang up along the lake front and on the Beach strip. Rambo Flats was a favourite picnic spot and boat trips on the bay and on the lake brought visitors back year after year.

Lawn bowling was first organized in 1904 on the green between Trinity Methodist Church and the parsonage, and later, on a private green at the Brant Hotel. From 1910 local bowlers have owned their own greens on Elgin Street on property enlarged by a purchase from Ontario Hydro in 1938. In later years, most bowling enthusiasts have moved indoors with the town's modern five- and ten-pin bowling alleys.

Although few records have been found of their activities, there was a Burlington Athletic Club in the early 1900's and Burlington had a championship hockey team in 1912. The picture of the hockey team shows—Back row: Percy Thorpe, left wing; Lee Filman, centre (Sec.-Treas.); A. L. Craven, right wing; Howard Sheppard, rover; Stan Coates, cover point. Front row: Geo. Munson, right wing; Delos Cole, left wing; H. J. Blair, manager; Russell Sheppard, point; Gordon Colton, goal

BURLINGTON HOCKEY TEAM—1911 12

(Captain) Centre Hartley Allen mascot. One of the town's great all-round athletes was Howard Hud Sheppard whose memories of bygone contests are fresh and green

There were individual champs too, such as Eddie Cotter famous long-distance runner. At his home in Guelph in 1966, Mr Cotter recalled winning his first long distance race Christmas day 1904 in Burlington. The distance was 11 miles. Holder of the record for this annual race, he was a member of Canada's Olympic team in England in 1908 and the following year won the Brantford to Hamilton marathon of 26 miles 176 yards. The Hamilton Spectator sponsor of the race sent Eddie to England for another marathon event which was cancelled due to the death of King Edward VII in 1910 When the Herald road race around the Bay was an annual event Eddie Cotter was a frequent entry and invariably was among the leaders.

Skating and hockey were popular then as now Bert Allen recalls when the boys used to skate on the bay starting out at the old inlet near the Brant Hotel and ending up at James Street wharf in Hamilton, always careful to skirt the open water near the canal The first open-air skating rink was opened in 1904 and a covered rink was built in 1914 at a cost of $10,000. This was a quonset hut type of building on Elgin Street where the Works Department has its building. Hockey games attracted many spectators and on one occasion there were 1,200 in attendance at a home game. Later that night it snowed heavily and the weight of the snow caved in the roof, fortunately with no one in the building at the time. The damage was repaired and the building continued in use. Elgin Harris recalls trainloads of Burlington fans going to Milton to support the local team.

Town council aided local sports programs whenever possible. In 1919 the minutes recorded a request by Dr. Tom Peart for a donation and use of a team of horses and a grader to help lay out grounds for the Burlington Baseball Club. He was given $25, enough to get started on the project. In 1922 a motion was passed for a grant of $150 to the Burlington Skating Rink Company.

The Lions Club, organized in 1925, bought the old car barn site between Martha and Pearl Streets in 1929 and converted it into a children's playground with swings, slides, wading pool and softball diamond. Later they turned an old barn on the property into the Lions Club Hall. It still is the centre for many community activities and for headquarters of groups such as the Scottish Country Dancing Society.

Before the formation of a town recreation committee, service clubs financed league sports while library and church groups taught arts and crafts. The police department sponsored judo and wrestling groups and the volunteer fire department in 1933 operated a park bounded by Hager Avenue and Caroline Street featuring playground facilities and a full softball schedule. In the same year the Freeman Athletic Association was organized to promote hockey, lacrosse and softball in the area north of town.

Burlington Central High School spirit was given a real lift in the 1930-31 season. The track and field team won the Halton County and

EDDIE COTTER

East Flamboro inter-scholastic field championship for the fourth year in succession, the senior boys' rugby team, winners of the Niagara district championship, went undefeated in the series, the boys of the senior hockey team were district champs and the girls' senior basketball team went all the way to win the COSSA championship. The high schools have had many successes but 1930-31 was a tremendous year for a school which had just begun to put emphasis on sports. Burlington Central High had won a place in the sun!

Until the mid 1940's, the town, financially assisted by the fire department, promoted lacrosse and hockey at the covered ice rink. The need for a larger arena had grown apparent and a committee composed of Dr. and Mrs. W. A. Weaver, co-chairmen, Harry M. Saunders, A. S. Nicholson, E. R. Marklin, N. K. Vinton, and Earl Swift, was formed. After much discussion, it was decided to build on New Street on a 12-acre site. Funds were raised by public subscription and a sod-turning ceremony was held on May 23, 1951.

When completed, the large arena was equipped to handle hockey teams and skating clubs on its 80 by 185 foot ice surface. The Circus Room auditorium was built upstairs to accommodate meetings and craft classes. The town's first recreation committee was formed with headquarters in the arena. In 1952 the committee took over the maintenance of town parks from the Burlington Horticultural Society and became known as the Recreation and Parks committee, with Earl Davis as director.

After the 1958 amalgamation, Central Park was purchased and the recreation office was moved to Lankester Lodge, one of Burlington's fine old homes, now used as the centre for the Senior Citizens Club. The town's recreation program has grown with Burlington and today there are 31 parks across town, a full time staff of 37 with 100 or more high school students engaged during the summer to supervise playgrounds, day camps, and swimming facilities.

The town's major Centennial project is the development of Spencer Smith Park at the foot of Brant St. J. Austin Floyd, landscape architect, has drawn up plans for this beauty spot.

The breakwater, once the domain of the federal government, will be the town's responsibility once the park is in. Spencer Park as it was once called, was lovely in the past but more than once wild water coming in over the breakwater has destroyed its beauty. To prevent waves washing over the wall and freezing spray causing damage to proposed plant material, trees, sod and walkways, the breakwater is to be topped with a parapet of concrete four feet high. With this, the seawall altogether will be about eight feet above the high water level.

The height of the park is being raised. It will gently slope from below the seawall up to Lakeshore Rd., eliminating insofar as possible

long stairways into the park which would inconvenience elderly citizens and wheelchair invalids.

The Centennial section of the park, known as Confederation Terrace, is between Brant and Locust Streets. Two-thirds of the cost came from federal and provincial centennial grants. The rest of the park between Locust Street and the Brant Inn is to be developed by the town. A railing facing Lakeshore Road will bear the inscription "Commemorating 100 Years of Nationhood 1867 to 1967".

There are three artificial rinks: at Central Arena (the home of the Mohawks, Burlington's entry in the OHA Niagara District Junior B Hockey League), the outdoor rink at Kiwanis Park, Aldershot, and the newest swimming pool and skating rink combination in the 58-acre Nelson Park complex on New Street. There are swimming pools at Hidden Valley and Mountainside Park, and Lowville Park in the northern part of town is ideal for picnics and the summer day camp.

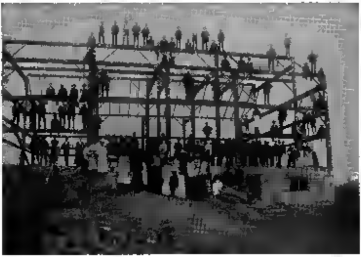
Plans for the Burlington Family YMCA got under way in 1964 under Jaycees sponsorship. The "Y" building is proposed for the Central Park area which also contains the Burlington Curling Club, the Music Centre bandshell and outdoor playing fields in Pogo Park near Central Arena. Within the town's boundaries are the Rattlesnake Point conservation area, property of the Halton County Conservation Authority, and almost 150 acres of Royal Botanical Gardens land.

Church bulletins and newspapers publicize the myriad of interests offered Burlington residents, ranging from ballroom dancing clubs to the Weavers' Guild, and from Scout Mothers' Auxiliaries to the Arts and Letters Club, as well as the service clubs which quietly aid worthy causes such as crippled children, mentally retarded or underprivileged children.

With the increase in leisure time, more people have turned to golf and for many years the Burlington Golf and Country Club on North Shore Boulevard was the only one in the area. Since 1964 however, two more private clubs, Tyandaga, upper Brant Street, and Medad Heights at Lake Medad have opened new courses. Burlington Springs is a new public golf course.

Burlington Yacht Club was active until disbanding a few years ago when many members helped to form the Bronte Harbour Yacht Club. A growing influence in canoeing circles is the young Mohawk Canoe Club.

Burlington young people may participate in nearly every sport they might wish to. Tri-County Hockey teams are co-sponsored by the Lions and Optimist Clubs. In the summer the Burlington Eskimos play football in the Hamilton Old Timers' League and the Burlington Braves in the Ontario Junior Football Conference. Soccer enthusiasts may play minor soccer sponsored by the Burlington Police Amateur Athletic Association or join the Burlington United team which competes in the Southern Ontario Soccer League, eastern division. The Burlington Amateur Soft-



BARN RAISING ON NO. 5 HIGHWAY—A COMMUNITY AFFAIR—WORK & RECREATION

ball Association includes a girls' section and another town league is the Burlington Senior Fastball League, one of the most popular from a spectator point of view.

These are just some of the town's teams and the list should also include the many house leagues sponsored by the Recreation department and other associations.

Important in the town's recreational facilities are the well-attended evening classes in every category from rug-hooking to high school credits. About 1935 a group of new Canadians requested classes in basic English and Miss Emma Eby was hired to teach them. After World War II the Department of Education again established English classes and IODE chapters assisted with Christmas parties and presentations at graduation ceremonies. Today Burlington offers classes and recreational facilities for everyone, including its large teen-age population which has special programs geared to its interests.

A group prominent in the field of specialized education is the Burlington Association for the Mentally Retarded which provides preschool nursery classes at St. Christopher's Church, day school classes at Mayfield School and arranges for light employment at the Adult Training Centre on Brant Street.

Music Schools and churches give distinguished service in the fields of choral and instrumental music, but it is not every community that has kept in existence for many years a town band. Before the turn of the century, villagers used to gather for impromptu concerts in the town hall. Council minutes for 1895 record that the Burlington Amateur Minstrels were granted the use of the town hall free for one evening. Travelling "Tom" shows used the Hall and Little Eva was hoisted heavenwards by block and tackle while audiences wept.

Records of June 1909 read "that $50 be granted to the Burlington Band on the following conditions: first, that they give ten weekly concerts in the Gore Park; second, that they deliver to the keeping of the village property committee, all instruments purchased by public subscription".

Pleasant evening concerts were held on summer nights in the park on Water Street between Elizabeth and Pearl Streets. Council voted the bandsmen $6.70 on October 31, 1914 for escorting volunteer soldiers to the railroad station at Freeman.

The following year the Band asked council for a grant to erect a band stand, in order that they might give open air concerts. Council instructed that the stand be erected "in Gore Park on Water Street for the present".

Members of the uniformed band at this time are shown in a photograph owned by W. H. Copeland of New Street, who played in the Citizens' Band along with such musicians as Alex Land, Jesse Dorland, H. K. Copeland, Harry Morse, Murray Green, Everett Shapland, Tom Fleetham, Bert Baker under Bandmaster Herbert Tufford.

The band continued to be subsidized by the town until the summer of 1919 when it was decided that "council take over all band instruments mentioned in the list received from Mr. Herbert Tufford, bandmaster, as requested". The musicians were sent a letter of appreciation and the Fire Department thenceforth assumed responsibility under the name of Burlington Firemen's Band. Among returning veterans of World War One was a young bugler, Tom Wannsley, who became bandmaster, succeeding Mr. Tufford. The Dorland brothers, Fred and Jesse, and Fred Johnson were other bandsmen. The Fire Department supported the band until the late twenties when the Canadian Legion took over. Lively practice sessions were held at the Legion Hall, now the Sea Cadet quarters on Elizabeth Street.

Another World War saw the band's ranks drastically reduced but the Legion carried on until peace came.

When the Chamber of Commerce, sparked by the late Frank Ellerbeck, invited Elgin Corlett to organize a boys' and girls' band in 1947, a whole new generation was ready to learn the march music. Over 200 eager young musicians signed up for instruction and soon the new band

was rehearsing in the Lions Club hall and marching in the adjacent park. Majorettes were trained, parents joined to help raise funds to buy band uniforms and shortly the band was playing out-of-town engagements and bringing home awards.

In 1949 a by-law for a band tax of one-half mill was approved by the ratepayers, the purpose being to maintain in future a community instrumental musical organization under the guidance of the Burlington Musical Society.

In 1965 the Musical Society found a permanent home—the modernistic headquarters in Central Park. Elgin Corlett today directs the musical destinies of an organization which includes junior and senior bands, an adult concert and a string orchestra. Burlington may well be proud of its accomplishment in the realm of music.

SCOUTING AND GUIDING

Burlington Boy Scout Association traces its organization back to 1909, when the town's population was about 1,000. Sir Robert Baden-Powell had advanced the idea of Scouting in 1908, so Burlington was one of the first towns to take up the new idea. The first local Scout Master was Archie McGibbon, who remained in his position for more than a year, after which there was a succession of leaders including Hughes Cleaver and the late William Gilbert. The original enrollment of 25 boys was considered excellent for the small population of Burlington.

At first some residents complained about the Scouts marching through the streets with bugles blaring and drums beating, but, for the most part, people favored the new movement and merchants generously subscribed to their appeals, as they do now. It was the merchants of 57 years ago who bought the band instruments at a cost of several hundred dollars, and stood beaming their approval in the doorways of their shops as the troop marched past in the dust of unpaved Brant Street. The meeting place in those days was the basement of the former public library on Brant Street (the site of the present Civic Administration Building).

In 1912, His Royal Highness the Duke of Connaught, Governor-General of Canada, took the salute at the march past of thousands of Boy Scouts at the Ontario Jamboree held at Exhibition Park in Toronto. Burlington's Scouts proudly brought home first prize for the best marching and best-equipped troop. In the twenties Scoutmaster Tebbs and the local troop met Lord Baden-Powell in Burlington.

The founder was motoring to Toronto and broke his trip for a short while when he saw the Scouts lined up at Gore Park on the waterfront.

When the first World War broke out, many former Scouts enlisted and a great many of them were either wounded or killed overseas. About 1918, Rev. George W. Tebbs took over the troop and for many years led the boys as they marched out of town, hauling the trek cart to some distant camping place. It wasn't until 1958 that the Scouts' combined group committees were able to buy the 90-acre camping grounds in North Burlington at Camp Manitou, and in 1966 a $15,000 swimming pool was added.

At the outbreak of the Second World War, the organization faltered and enlistments took a heavy toll of the leaders.

At that time Stanley Craze was appointed Chairman of the group committee and began the work of reconstruction so that by 1953 there were about 200 Cubs and Scouts in three troops and three packs, with a waiting list.

The Burlington Boy Scouts Local Association was formed in 1952 under President W. G. Gowing. The headquarters on Elizabeth Street was acquired from the town when it vacated the building as a town hall. Later, when the police and fire departments built new quarters, the entire premises were taken over by the Cubs and Scouts.

Trinity United Church (later Wellington Square United Church) needed extra space and in 1959 they purchased the Scout hall which was next door, and it was renamed Trinity Annex. Cubs and Scouts then met in various schools and churches as they do now.

For many years, boys in the Strathcona district have had their own Scout Hall, constructed originally on Belvenia Road by area residents for community gatherings.

In 1966, a new district headquarters for Burlington was obtained at 450 John Street and a new group called the Venturers was formed for high school boys. District Commissioner Peter Bromley heads an organization of 250 leaders, 30 Cub packs, 25 Scout troops and 9 Rover crews for a total of about 1680 Burlington boys active in Scouting.

GUIDES

Guiding was started in Burlington in November, 1929, by Division Commissioner Mrs. Allan Scott and this area was then part of the Wentworth Guide Division. They were registered as the 1st Burlington Guide Company and the 1st Burlington Brownie Pack, and were later sponsored by the Thayendanegea Chapter, I.O.D.E., as the 54th I.O.D.E. Company.

During the first year the company flags were dedicated in St. Luke's Church by Rev. G. W. Tebbs. Past district commissioners include Miss Florence Richardson, Miss Phyllis Donkin, Mrs. Lionel Millen, Mrs

Douglas Fisken, Mrs A P Cadeau, Mrs. Wade Townsend Mrs Philip Gage Mrs A R Douglas and Mrs D W S Best

In 1945 the membership dropped drastically but during the next five years it grew to 50 Guides and 50 Brownies in two companies and two packs. By 1948 the Local Association Committee found that a permanent home was needed for the fast growing organization Despite many set backs, by September 16, 1951 the new Guide home, Trefoil Lodge was ready

Located next to the present Brant Plaza the Lodge was officially opened by A S Nicholson using gold keys which were accepted for the District by Brownie Anne Ireland and Guide Sally Duke. Rev H G Lowry from Knox Presbyterian Church led the dedication ceremony

By 1953 there were 5 Brownie Packs 3 Guide companies 1 Land Ranger company the Local Association Committee the Guiders Council and a new group the Parents Auxiliary of both mothers and fathers Amalgamation of the town made administration more complex and in 1961 Guiding was split into Burlington East, under Division Commissioner Mrs R J Johnston and Burlington West, under Mrs A L Hurst In 1966 Mrs. Hurst headed up East Division and Commissioner for Burlington West was Mrs. Ross Procter

The movement has grown to 25 companies and 32 packs with five companies of Land Rangers and one Sea Rangers group called S.R.S Skeena District Commissioners and their Guide captains and Brown Owls gave fine leadership at the weekly meetings and in the planning of summer camps, church parades and yearly competition for such awards as the Hendrie Shield Most groups now have Mothers Auxiliaries who assist with special occasions and fund raising events Burlington's companies and packs belong to Girl Guides of Canada Hamilton area, with headquarters in Hamilton

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"In Sickness and in Health"

In the early 1800's immigrants were being encouraged to come to Upper Canada but no provision was made for their medical care. The high death rate was due to negligence, ignorance and unsanitary conditions and to the unscrupulous quack medical men who capitalized on the needs of the pioneers. As Gwen Clarke says in *Halton's Pages of the Past* diphtheria, smallpox, typhoid, cholera and other infectious diseases took a heavy toll of lives. Many young folk died of consumption and isolation of infectious cases was unheard of, so it actually became a time of survival of the fittest.

In the early years of the 19th century there were only three qualified doctors between Toronto and Hamilton: Dr. Adamson of Port Credit, Dr. James Cobban of Milton and Dr. Nathaniel Bell of Nelson Township who was born in New Jersey in 1790 and moved to Canada at the age of two. He later became Halton County's first doctor. Dr. Anson Buck, a veteran of the American Civil War, also practiced in this area about the same time and led the hectic sleepless life of a typical country doctor.

An optimistic note on the health scene in 1817 was written by Robert Gourlay in *Sketches of Upper Canada* in which he said "The climate of Upper Canada is favourable to health and longevity . . . This opinion is founded upon the information of medical gentlemen and others, confirmed by observation and my own personal experience. I have found travelling and residing in it to be salutary and restorative to a feeble constitution." This statement must have encouraged a number of possible immigrants, since the book was written to enthuse the British in the advantages of living in Canada.

A letter written in 1834 by Mrs. Dickson, an ancestor of W. D. Ham of Burlington, has been preserved. In it Mrs. Dickson told her father in Scotland that her sister and the latter's husband, Dr. John Swan, intended to settle in a place named Wellington Square somewhere between York and Hamilton. Mentioning some of the hardships endured by the pioneers of the 1830's, the letter continues "That dreaded pestilence, cholera, has been awfully prevalent in this country, but is now on the decrease. In the course of a few weeks, Montreal lost

1,100 of its inhabitants. My dread of it was so great that I dared not go to see the burying ground of St. Ann's as I intended."

She speaks of a boat trip up the St. Lawrence River and the discomfort. "We were exposed to a burning sun through the day and dews so rank through the night that I could almost have wrung our outer clothes in the morning, together with the thunder and rain, and a boat without any edge to prevent the children from falling over. It was no small relief to me when we boarded a steamer which we had all the way from Brockville to Hamilton and from thence we were brought in wagons which took us three days and we had no other covering at night save the shelter of an open barn or shed, so afraid were the people of the cholera that they would not permit us to enter their houses in many places."

A common sickness which struck homes in the winter was called 'ague'. This was described in an 1837 book as lake or cold fever with chills and fever. Cinchona bark, from which quinine was extracted, was the general "and unfailing" remedy of the day for ague.

Smallpox was the big scare of the 1840's and one of the Jane Van Norman Aaron Emery letters says: "The smallpox is raging in the city (Hamilton) and two of our day scholars have it. I don't however apprehend any danger of its getting in the school simply for this reason, that I believe we are under the direct protection of a wise and all powerful Providence."

With the absence of our modern miracle drugs, people depended on quack remedies and patent medicines with complete trust. *Smith's Canadian Gazeteer* of 1846 (which listed one physician and surgeon for Wellington Square) also contained commercial advertisements. Bristol's Sarsaparilla claimed to be a safe and certain remedy for every complaint from pimples to leprosy, while Dr. Rush's Infallible Health Pills were 'very superior to all ages, sexes, seasons, constitutions and climates'. Circassian Balm was not only good for chilblains, preserving the teeth and barber's itch, but for removing paint from cloth. No home should be without it! Wild Cherry Bitters was prescribed for nervous weakness and general debility and was especially recommended for drowsiness caused by spring fever.

Later in the 19th century, the local government set up a Board of Health to supervise contagious diseases and try to control unsanitary practices. In 1888 for example, John Harris, David Hartley and C. G. Davis were appointed members of the Nelson Township board under Medical Health Officer A. C. Jones, M.D. A directory of Burlington for the following year lists the following physicians: Dr. Anderson, Dr. Bates, Dr. Arthur Carter, and Dr. William Richardson as well as E. Thomas who was a dentist. Supplies were available at the Burlington Drug Company.

Dr. A. C. Jones' annual report in 1897 said, "The low rate of mortality and the scarcity of malarial and contagious diseases are the best indications that the township (Nelson) may congratulate itself upon a good sanitary condition during the year." He attributed the good showing to a plentiful supply of pure water, general absence of poverty or overcrowding of citizens and the great efficiency of the Provincial Board of Health in enforcing quarantine against cholera and smallpox.

He recommended an annual sanitary inspection of public schools, dairies, and slaughter houses "in preference to the present system of waiting for a complaint to be made," and said they should consider vaccination of all school children.

Meanwhile Burlington's Board of Health was hiring a sanitary inspector to check on stables, water closets and privy pits. Three hundred copies of health notices were distributed around the village, notifying residents to have all outside nuisances cleaned up by May 15, to avoid the occasional complaints that drainage from Mr. N's yard was tainting the water in Mr. D's well.

In 1901 a smallpox scare hit the village and Burlington council authorized Dr. Richardson to vaccinate all persons desiring it. All those not able to pay the fee charged (25¢) were to be vaccinated at the village expense.

When someone did catch the dread disease, families were quarantined for six weeks. Sheets were hung all over the house and the doctor poured formaldehyde over the sheets to disinfect the premises. If the patient was cared for at home, a quarantine card was placed on the door and a constable was sometimes hired to see that no one entered or left the house. A box was placed at the far end of the yard for local merchants to deposit milk and groceries, and someone ran out for them after the delivery boy had left. No money changed hands and the bills were paid by council, which presumably collected from the family when the danger was past.

Sometimes more drastic measures were taken to control smallpox. In July 1901, a Mr. Pettigrew from Nelson Township became ill with smallpox while visiting in the village. Dr. Watson was sent in a rig to notify Reeve Richardson of Nelson to meet with the Burlington Board of Health the next morning. It was agreed that Mr. Pettigrew's care would be a joint expense and tents were placed in the middle of a large field belonging to Wood Freeman. The village clerk arranged for a bed and other supplies while a constable and attendants were hired to care for the patient and keep the place isolated.

This type of quarantine was expensive for the local council who paid all the resulting bills. Expenses in another smallpox case in the township were detailed in the minutes book: $5 for vaccine points and $40 for smallpox isolation tents, $10 for moving E. General and family to and from the isolation tents, removing and storing tents, lumber, etc.; $20 to Mr. Freeman for use of his field and for wood burned by patients; J. S. Allen, $4.50 for stove pipe and other items; E. Williamson, $5.75 for furniture (he was the undertaker as well as furniture dealer, but this bill was likely for renting chairs and tables since the patient recovered); T. LePatourel $1.95 for disinfectants; J. Galloway $1 for one tub; Freeman Bros. $21.75 for provisions; G. Renton, $2.75 for milk; carrying food to tent $14; E. General and wife, care of patient $29 and Dr. Richardson's account for $140.

At the end of that year Dr. Jones was paid $17.50 for vaccinating in seven Nelson school sections and his annual report said that although the province-wide smallpox epidemic had touched the municipality, it was of a mild nature here with no fatalities. He also complained that everyone had not been vaccinated, although the service was free.

In 1910 there were only four cases of scarlet fever and seven cases of infantile paralysis, with a scarcity of malaria, typhoid and smallpox. Township residents considered it had been a good year healthwise and they were congratulated by their Medical Health Officer for "the sanitary condition of the township during the year." Board of Health members in 1910 were chairman J. P. Griffin of Nelson, J. F. Richardson of Milton, A. C. Pettit of Freeman, George Erwin of Kilbride, John Sheppard of Nelson and George Forth, sanitary inspector from Lowville.

Meanwhile, a man in Burlington was ill with scarlet fever and the Board ruled that neither he nor his family could leave the farm, but he would be allowed to harvest his fruit crop provided someone else took it to the shipping point. Dr. W. R. Watson said that the few cases of diphtheria and mild typhoid cases were probably due to drinking water from polluted wells and added, "This shows the people how dangerous it is to use doubtful well water when there is an abundant supply of absolutely pure water to be had through the water works supply source." Burlington's new water works had just been installed that year.

Town council took the responsibility of sending tuberculosis patients to the Hamilton sanitarium or the Muskoka Free Hospital for Consumptives and paid large bills each year to other Hamilton hospitals for the care of indigent citizens. There is this item from 1917: an account paid of $7 to Mr. Copeland for "taking the children who were bitten by the mad dog to Toronto for treatment" and the Pasteur treatment at Hospital for Sick Children cost the town $75.

Of course, most patients were able to pay their own expenses, but the nearest hospitals were in Hamilton, and when Burlington did get a hospital during World War I, it was for returned soldiers. The large hotel known as Brant House was bought by the government and it became Brant Military Hospital. The open verandahs were closed in to make wards in the former luxury hotel and a new wing was added later.

JOSEPH BRANT HOSPITAL WITH BRANT MUSEUM ON THE LEFT

A second wing was built in 1919 mostly for wounded soldiers who were brought there after the war as convalescents. When most of the men had recovered and returned to their home towns, the remaining patients were transferred to other hospitals and Brant Military Hospital was torn down.

A general hospital for the Burlington area was discussed informally for years before any action was taken. It has only been in recent years that maternity wards have become popular and many of today's adults were born at home—or had their tonsils removed by the family doctor on a scrubbed kitchen table. Following the Second World War, when this district was beginning to grow in all directions, the need for a local hospital began to seem more urgent.

The first public steps were taken in 1955 when a meeting was called and a steering committee was set up under the chairmanship of M. M. Robinson. Members called on every organization, commercial and industrial business in the area, asking each to appoint representatives, and from these, along with representatives of the towns' doctors (about 15 at that time) grew a committee of 100 which recommended that the hospital board be established. Plans for a hospital then began to grow in earnest.

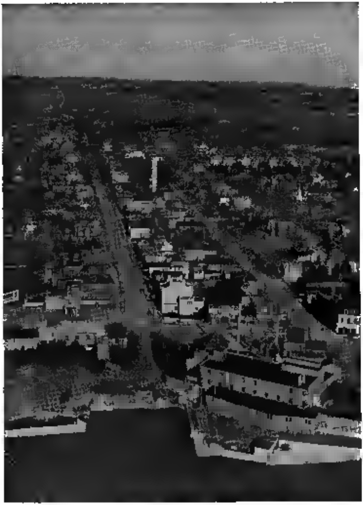
Election of the first board of governors swiftly followed town amalgamation in January, 1958, and the members who served under chairman A. S. Nicholson were Rev. H. Lowry, Mrs. B. Bates, Mrs. V. Vallance, Dr. W. J. Deadman, Rev. J. Warren, R. H. Shannon, Paul Fisher, Vice-Chairman, F. P. Gallagher, B. Coleman, W. E. Breckon, Eric Gudgeon, H. Tier, Leonard Eames, L. Campbell, A. Leishman, Hughes Cleaver, and W. N. Smith.

With 668 in favour and 254 against, members of the Burlington-Nelson Hospital Association declared themselves in favour of the Brant Museum Park as the site for the new hospital, which was appropriately named Joseph Brant Memorial Hospital. Sod turning was held in May, 1959, and the money to build the $3,700,000 building came from municipal, county and provincial grants, plus public subscription. The L-shaped building consists of six-story nursing wings joined by a 100-foot elevator tower.

Almost as soon as the hospital was planned, the Women's Hospital Auxiliary was formed with Mrs. Kenneth Brown as its first president. Many thousands of dollars of equipment have been donated to Joseph Brant Memorial Hospital as a result of the auxiliary's work. President in 1966 is Mrs. S. M. Ferguson and there are now more than 900 members. Hospital administrator is William O'Neill and Miss Betty Davidson is director of nursing, following the retirement of Miss Marie Hudson. A. S. Nicholson was succeeded as chairman of the Board of Governors by Paul Fisher, W. N. Smith and Wilfred Carter. When the hospital opened its doors in February, 1961, the first patient was a mother-to-be and it wasn't long before the Brant was operating near full capacity.

Architects Prack and Prack who designed the present building were engaged in 1966 to draw up plans for a needed hospital addition. This will double the original 228-bed hospital and include psychiatric facilities. The cost has been estimated in excess of six million dollars and again it will be met by federal, provincial, and county grants and a provincial loan. After several stormy council meetings the town agreed to grant over a million dollars over the next two years. This is expected to eliminate a public subscription on the scale undertaken for the original hospital.

The new apartments are assisting in the accommodation of the large nursing staff and several new office buildings have provided suites for doctors and dentists. The final chapter in the story of Burlington's health services will probably be written when a second hospital in the town's northern section is constructed.



AERIAL VIEW LOOKING NORTH ON BRANT STREET—1946

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"Do Unto Others": Welfare Practices

Back in the 1800's there was no Family Service Bureau, no Department of Welfare or any government-sponsored help for the poor and sick. Each village and township took care of its own. Public sympathy was felt for widows with young children to support, or for the infirm and elderly who could no longer work. In those times when there were no public institutions to speak of, and homes were larger than they are today, there was no trouble absorbing another person into the family group, especially if the local council paid for his support.

Accounts of Nelson township council in the latter years of the century indicate that much deliberation was given to charity cases. In 1888, council approved names of several people as "being indigent and fit subjects for public charity" to be paid $4 monthly. One woman was paid this sum "for keeping imbecile child until suitable place can be procured for her".

The following year a male infant was abandoned at the door of a local resident and was later placed in an infants' home in Hamilton at a cost of $1.50 a week. The baby was appropriately named Percy Nelson after the township in which he was found, and he became the responsibility of Nelson council. Thereafter, regular bills appeared on the agenda "for board and nursing of the child Percy Nelson in the Home of the Friendless and Infants" in Hamilton amounting to $24.

In 1894, the matron of the home wrote to council to state that the child was then over five years old and that they only cared for children under five. The Reeve and clerk were authorized to make other provisions for the boy, and he was soon placed in a home for boys in Hamilton. The last mention of Percy in the township accounts was a bill for $13 paying in full for his care at the orphanage at the time when he was finally placed for adoption.

Paying of charity accounts was a part of each council meeting. Money was appropriated for treatment of the sick in Hamilton hospitals, for the care of such persons as "a helpless old woman having no means of support", payment to a doctor for "certifying male person as a lunatic," and for care of an "invalid who can be looked after in a home" (it was later reported that she had been placed in a private home in Kilbride for $2 a week and was slowly regaining her health.)

Sometimes people applied to council for aid and occasionally their names were referred to the Reeve. There was no secrecy involved in protecting the names of those who were paid from the Poor Fund. In the township's accounts for 1871, for example, are two full pages of names of people and the money paid to each, amounting to $520. Cost of death was low in 1864 when this item showed up on the accounts: "On motion of Mr. Halstead the treasurer was ordered to pay Thos. Boden $2 for digging two graves for indigent persons, and also $3 to Joseph Date for a coffin for Bradley."

The Village of Burlington had its own Poor Fund and its own problems in distributing the money. One woman getting $4 monthly was turned down in her request for more, it being noted another widow got along on $2 a month! By 1895 Burlington had a Charity Committee which determined the actual need in each case. One elderly woman "Mrs. D—" was looked after by a different family each month for $6 until a place was found for her in the House of Providence at Dundas for the same price. The village bought her a few supplies she would need at the home. When she died six years later, council handled the funeral arrangements.

Before the turn of the century there was a negro widow, Mrs. Virginia, who ran a small variety shop on Brant Street near the lakeshore as long as she was able to work. When she did apply for charity, it was only for the winter months. Mrs. Virginia died July, 1900, and the outstanding accounts of $22 incurred by her death were paid out of the village fund.

In 1898, the United Charities of the Village of Burlington was established. The chairman was Reeve E. H. Cleaver and members were Councillor James S. Allen, Messrs. C. Murphy and P. C. Patriarche from the Catholic Church, Messrs. J. Morrine and James Davidson from the Presbyterian Church, Dr. A. H. Speers from the Methodist Church, Messrs. E. Weber, F. Ackland from the Episcopal Church, and James Anderson from the Baptist Church. They investigated all names that came before them for charitable donations and discussed the need for a poor house in the county.

Reeve William Kerns in 1903 suggested that no charity should be given to any one unless by written order of the chairman, lest the situation get out of hand.

Gradually responsibility for the aged, sick and indigent was taken under government and charitable organization supervision and in recent years functional buildings such as Halton Centennial Manor in Milton for senior citizens have been constructed. First mention of the Children's Aid Society was in 1917. When World War I ended, "Council endorsed the resolution of the Galt city council petitioning the government to take up the problem of child welfare and widows' pensions and that the clerk be instructed to forward copies of this resolution to Prime Minister Borden and to Dr Anderson, the member for the county of Halton in the Dominion Parliament."

The lists of people dependent on the Poor Fund disappeared and any further references to aid were in connection with donations to charitable or health organizations such as the Victorian Order of Nurses. The Canadian Red Cross and the Salvation Army, which did invaluable work during the first World War continued ministering to the sick and needy in peacetime

By now Burlington had a relief committee consisting of three town councillors Any doubtful cases were referred to Chief of Police Smith who investigated a family's need for assistance An advertisement appeared in *The Gazette* asking citizens to get in touch with chairman of relief regarding anyone suffering from cold or hunger When the depression hit this country in the thirties, the Burlington relief committee had its hands full in common with other normally prosperous communities.

Notices such as the following appeared in the 1935 *Gazette* Commissioner Betzner has a number of unemployed cutting down and trimming trees throughout the town As a result the town is securing a large quantity of wood, which will be distributed by the Welfare Board." The next week a report said About 25 cords of wood have been obtained by cutting down trees. Several large ones estimated to be at least 130 years old were cut down in Lakeside Park. All of them were rotten in the centre and it would only have been a short time before they would have toppled over anyway

Another notice read "Relief boxes have been placed in all the local grocery stores, and already a good amount of supplies has been collected and turned over to the Welfare Board."

In September 1933 the Burlington *Gazette* reported on dire problems elsewhere Free railroad transportation from Ontario to the west has been granted for car loads of fruit, vegetables, and other relief foodstuffs and clothing being sent in aid of those whose gardens and crops have been ruined by drought and grasshoppers. United Churches of Halton County are making arrangements to ship the carloads to the stricken areas.

In 1935 Police Chief Lee Smith, of Burlington, and Chief Harvey Hunt, Nelson Township police, collected funds from various clubs and organizations which they used to buy food baskets for the needy In 1955 a public meeting was held and a Christmas Welfare Committee was formed under the joint chairmanship of Chief Smith and Inspector Hunt A central registry was set up to provide better distribution to needy families.

By 1961, the Halton Christmas Bureau was formed and town organizations gave the project whole-hearted support. The following year the Bureau was re-formed as the Burlington Christmas Bureau under the sponsorship of the Inter-Service Clubs. Since the early days of the program, George Johnson's home on Wellington Street has been the headquarters for toy repairing and distributing. Mr. Johnson was chosen as Burlington's Citizen of the year in 1963.

The list of volunteer charity helpers throughout the year includes church and school groups, sororities, auxiliaries and service clubs. Some groups have been organized for a specific purpose, such as the Joseph Brant Memorial Hospital Women's Auxiliary, the Margaret McKindley Auxiliary for the Blind and the Burlington Association for the Mentally Retarded. Lending a hand to local as well as national projects are such societies as the University Women's Club and the three I.O.D.E. chapters, Thayendanegea, Wellington Square and Sovereign.

Service clubs in the Burlington area embrace a great many of our citizens, including women's auxiliaries. The Inter-Service Club includes representatives from the Canadian Legion, Branch 60, Chamber of Commerce, Optimist, Kiwanis, Rotary, Kinsmen, Zonta (the town's first service club for women), Lions (Aldershot, Central and Burlington-Nelson branches) and Civitan Clubs along with a representative from the town.

The Inter-Service Club's "Citizen to be Remembered" award has become a tradition. Begun in 1955, the first Citizen to be Remembered was former police chief Lee Smith after 41 years of service in the Town. In 1956, Constable Charles Parsons was chosen for his work in the traffic safety field. In 1957 Mrs. Dorothy Angus, a friend to thousands in her capacity of town librarian, was the first woman to receive the award. A. S. Nicholson was honoured in 1958 for many years of service including leadership in the building of Joseph Brant Memorial Hospital.

M. M. Robinson was cited in 1959 for his contribution to local education. Three years later a new high school was named after him. Mrs. E. R. Swift was recognized in 1960 for work in the interests of retarded children and in the formation of Mayfield School for Retarded Children.

Dr. W. A. Weaver, Citizen to be Remembered in 1961, gave years of service as a general practitioner and along with his wife gave impetus to the building of Central Arena.

Principal of Burlington Central High School from 1928 until his retirement 35 years later, James MacFarlane Bates was honoured in 1962 and George Johnson in 1963. Originator of the Red Cross loan cupboard, Mrs. Gordon Blair was honoured in 1964, and the fourth woman to be remembered was Mrs. J. D. Mills in 1965, for church work and concern for the blind of the community.

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Homes and Subdivisions

The first early land sales at what became Wellington Square were made by Joseph Brant who had been deeded Brant's Block in 1798 These sales were made to loyalists some of whom were friends of Brant before and during the Revolutionary War In 1803 Brant sold 200 acres to Nicholas Kerns and 211 acres to Robert Wilson

The Robert Wilson land was sold in 1808 to Benjamin Mallory then to John Heigh for £300 and later the same year back to Mallory In 1815 the sheriff of the Home district gave a deed for the same land to Augustus Bates for £50 10s, apparently a mortgage sale This is typical of the back and forth transfer of many of the early realty transactions.

The earliest white settler on the land of Wellington Square is believed to have been Augustus Bates who came here in 1800 His farm ran west from Brant Street over to the middle line of the present St Luke's graveyard. Augustus was the brother of the William Bates who had operated the King's Head Inn at the south end of the beach His descendants retain Augustus Bates 1806 license to sell spirituous liquors by retail indicating that he, too, ran some type of hostelry

James Gage of Stoney Creek laid the foundation for the village of Wellington Square by making the first survey of Brant's Block and buying 338½ acres for £232 14s 4d This was a rectangle fronting on the lake between Rambo Creek and Brant St Gage put up mills and commercial establishments There is a possibility that James, Maria and Martha Streets could have been named after members of the Gage family In 1805 Brant mortgaged 1 000 acres to Mather Elliot and in 1812 after Brant's death the land was deeded to Elliot.

Other early sales were made to John Davis, 240 acres Ralph Morden, 161¾ acres Michael Groat, 1443 acres John Dawson, 106 acres Peter Desjardins 125 acres. George Chisholm settled at the old outlet between the Lake and Bay John Chisholm was another early landowner near there

In 1805 Thomas Ghent bought 205½ acres from Brant and in 1806 Ashael Davis bought 240 acres. The Davis-Ghent story is the saga of two U.E.L. families. Originally from Wales, they had emigrated to North Carolina where plantations had brought them wealth and position. In 1792, loyal to the British Crown, they fled north to the mouth of the Genesee River, the site of the city of Rochester. They remained there until an old friend, Governor Simcoe, hearing of their plight, had them transported by gunboat to Fort Niagara.

Here they spent the next winter before going on in the spring to settle on Crown lands at Mount Albion in the township of Saltfleet. A few years later they bought land from Joseph Brant and settled their families on Brant's Block. With them they carried by canoe across the bay small apple trees they had raised in Saltfleet from seeds from the Carolinas. They cleared their land and planted the seedlings which prospered and formed the nucleus of the orchards which made this area noted for apples. Thomas Ghent built his homestead near what is now Maple Avenue and Ontario Street. The Davis homestead site is now occupied by the offices of L. H. Schwindt and Co. Ltd., east of Maple Avenue, on the Queen Elizabeth Way.

The families joined hands with the marriage of Thomas Ghent's son to Elizabeth Davis. Their son George, born in 1806, and Augustus Bates Jr., born January 4, 1805, were the first two white children native to this area. These families were also linked in 1831 when George Ghent married Catherine Bates, a second cousin of Augustus Jr.

These families and others of the first settlers went through many hardships and only the fittest survived. Log cabins were erected after a clearing had been made in the forest. Rather smugly a writer in the *Genesee Farmer* said in 1841, "A log house in a newly settled country has always struck me as exceedingly good taste and first rate domestic economy." Frame houses, of sawn logs came later after barns were built. Anna Jameson, travelling through Wellington Square in 1837 said of the settlement, "It has been recently laid out and contains about 20 wooden houses."

After the Loyalist settlers had arrived, the next newcomers were mostly immigrants from the British Isles. They found it a lonely life in Upper Canada, especially the women. "There are many pining and discontented women in Canada," observed Mrs. Jameson who said of the inhabitants, "Their love, their pride, are not for poor Canada but for high and happy England; but a few more generations must change all this."

Life here was, indeed, a far cry from what these people had been used to. "It was flax, the pedlar's pack and buckskins that the early settlers had to depend on for clothing when their first supply ran out," said Egerton Ryerson, an itinerant preacher who visited locally. With the help and advice of the Indians, deerskins were preserved, dressed

and made into coats and trousers for the men. The government encouraged the growth of flax for linen and every farmhouse had a loom.

The everyday menu would include slices of dried venison, hot cakes of Indian corn, eggs, a bowl of milk and perhaps radishes or pieces of sassafras root. The occasional visitor might be given venison steaks, fried fish, coffee, cheese, whiskey punch and tea brewed on special occasions and tasting like mouldy hay.

Farm work was hard and labour scarce. In November, 1817, when there were 16 houses in Wellington Square, John Brant, Augustus Bates, Ashael Davis, Thomas Ghent, Ralph and James Morden and Nicholas Kern reported "The reason the province has not improved more is in part, owing to the inhabitants wanting the means of assisting themselves more than they were capable of doing by manual labour."

There was little cash available and horses cost £15 at Wellington Square when any were for sale. A hired man, if one could be found, would work for £25 a year or 5 shillings a day at harvest time. Farm implements were of the most primitive kind.

The sad plight of many settlers is described in the 1817 Trafalgar township report. "The greater number of our farmers, when they first settled in the wild woods have little more property than a cow, a yoke of oxen, a log chain and an axe . . . The family generally consists of a man and his wife and a number of young children and is unable to hire hands. The whole of the labour devolves upon the man until the eldest of his children grows up to help him. His toil is incessant. Four or five acres is all that he is able to clear and sow in a season. Often he has to work out for a part of his bread.

"By the time he gets his farm in such a state of improvement as might permit him to live comfortably, he is frequently obliged to sell it, in order to pay off his debt. Those who weather out the first ten years without sinking are generally able to spend the remainder of their days in comfort."

Conditions had improved by 1845 when there were about 400 inhabitants in Wellington Square. Smith's Gazetteer of that year noted the village had been settled about 20 years. There was just about every type of store as well as a doctor, tavern and churches. Transportation by steamer to Hamilton was available.

Meanwhile, at Port Nelson, there had been a settlement probably earlier than at Wellington Square. This community was just outside Brant's Block at the Guelph Line and before Brant was ready to sell off lots, Crown land could be had in Port Nelson.

One of the first substantial homes at Port Nelson was that of Dr. Thomas Greene, first rector of St. Luke's Anglican Church who came here from Ireland and settled on a 200 acre farm in 1832. His home

THE FISHER HOME (SHADY COTTAGE) — BUILT 1837

was at what is now the corner of First Street and Hart Avenue. Great pines, acacias and honeysuckle lined the drive leading from the Lake. Mrs. Greene's roses from her native land gave the place the name of "Roseland."

The community at the foot of Guelph Line originally had been called Cape Paradise but in 1839 the name Port Nelson appeared on a provincial map. The population eventually reached 250 but in 1846 there were 60 inhabitants, a store, tavern and shoemaker. Five years later a carpenter and shipbuilder had settled there.

By 1869 the population was 150. The centre of the village was at the corner of the Guelph Line and Water St., extending for a distance on both sides of the Guelph Line. A portion was south of Water Street but where it stood is now under water, the shoreline having eroded with the action of the waves. Market Street appeared on an early map of Port Nelson. It may have symbolized the Port's anticipation of a commercial area which never materialized.

Farther north, Harman Fisher of the Philadelphia region, who had settled near Vineland, bought 200 acres on what now is the Guelph Line from Catharine Brant for his son Peter. Peter Fisher settled there with his bride in 1825 in a log cabin. The Fisher home at 801 Guelph Line was built in 1837. Today several generations later, the Fisher Farms are still a successful enterprise on part of the original land purchase.

In 1873 the part of Port Nelson, west of the Guelph Line, joined with Wellington Square to become the incorporated village of Burlington. The shipping activities of the Port declined as the lumber and grain shipments fell off and it had become a residential and farming community by the end of the 19th century.

The name of Port Nelson was retained along with Roseland and

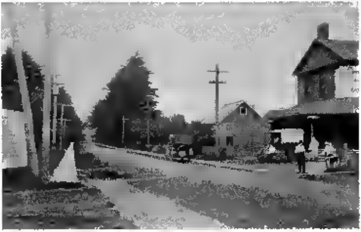
have become attached to the area easterly from the Guelph Line and between the lake and New St.

The first developer of Roseland was W. D. Flatt, a lumber merchant who had built a "suburban" home in 1910 at 3074 Lakeshore Road. He and his wife were "so delighted with our environment . . . that we decided to purchase other properties on the Lakeshore and to develop a suburban community."

In a 1912 brochure, Mr. Flatt, a salesman par excellence, describes the "invigorating" breezes, the rich garden soil and the magnificent shore line. He did not remain in this beautiful setting too long, selling it in 1914 to John Moodie, of the Hamilton knitting mills family, whose daughter, Mrs. Victor Vallance, still resides there. The home is on the south side of the highway with its red tiled roof and beautiful garden and is as lovely today as it was a half century ago.

Mr. Flatt by 1912 had laid out what he called Pine Cove Survey from the Guelph Line to Pomona Avenue on both sides of the highway. Stretching along to the east were Pine Cove Addition and Pine Cove Extension. In Pine Cove he had set aside a six acre recreation park and at the lake shore another 600 foot park frontage with a pier. Lots in Pine Cove were going for $1,000 to $1,500 in 1912, while those further east in the extension were from $250 to as high as $1,500.

Still farther east at Walker's Line was Flatt's Crystal Beach subdivision and each lot had a 50 foot lake frontage extending back as far



GUELPH LINE AND LAKESHORE ROAD—ABOUT 1912

LAKEHURST VILLA—ABOUT 1912

as 425 feet These lots were listed from $800 up Shore Acres was the most expensive survey with wooded lots going for $1 500 to $3 000 These were from two to five acres with a pier and good harbour for small boats.

Unfortunately as far as the lakeshore was concerned, Flatt was ahead of his time Some large homes were built along the highway but most of his land remained empty

In 1922 Ross Hart, for which Rossmore Boulevard and Hart Avenue are named laid out Chestnut Park which extended on both sides of First Street from the Guelph Line to Rossmore Boulevard. In 1924 the Cleavers began the developing of Roseland as it is today

The Roseland Park survey took in Balmoral Avenue, Hart Avenue Princess Drive South Drive and Woodland Park Drive In the early 1930's Hughes Cleaver developed Roseland Court Survey Rossmore and a continuation of Princess Mr Cleaver recalled the area was open fields before he planted the trees which add so much to the district's charm today

In the late 1950's Mr Cleaver opened up Roseland Heights, north east of the filtration plant and later Shore Acres Heights In these surveys he continued his policy of tree planting, putting a Schwedler maple on each lot.

In the mid 19th century a settlement was started on Brant Street. Joshua Freeman formerly of Nova Scotia divided equally his 400 acre farm with his son Joseph, and each worked his holdings on the northern corners of Brant St and Plains Road One of the district's oldest homes, the Joseph Freeman farmhouse was torn down when Holland Motors built on Plains road just west of Brant street. Joseph's son, J. Smith Freeman, a president of the Burlington Horticultural Association, had lived on in the homestead.

Freeman station encouraged the establishment of several industries around the railroad and a few homes were built there. Edwin and Wesley Freeman, sons of Joseph, operated a general store and Post Office on the east side of Brant street north of the C.N.R. tracks. This was run by a Mr. Armstrong and then by William Cannom whose wife was related to the Freeman and the Ghent families.

South of the tracks, on the west side of Brant street was the "Freeman House", a boarding house operated by George Renton. The present barber shop is the former parlour and today's store occupies the sitting room and the dining room. This building was believed to have been a hotel before Renton's time.

After the turn of the century when Brant Street was a dirt road and the Queen Elizabeth Way was a nine-foot wide strip of gravel, the Lewis's, Sherwoods, Kledts, Kerns, Pearts, Bells and Malcolmsons lived at Freeman.

After 1900 A. B. Coleman built the Brant Hotel and developed Indian Point as a residential area. The six-hole golf course there was the first in Burlington. Mr. Coleman died in 1939. For many years the streets were without names but in 1951 with the advice and help of Brant Coleman, son of the founder, the streets of Indian Point were given names such as Iroquois, Algonquin, Mohawk and Indian to perpetuate the memory of the national warriors who were the original residents.

W. D. Flatt helped to develop the shores of the Bay. Buena Vista survey was opened on the King property and to the west, Brighton Beach became a close-knit little community. Brighton Beach had been owned by Daniel Harrison who sold 22¼ acres of his farm on the north shore of the bay in 1912 to Mr. Flatt for $20,000. This acreage lay between Woodland and Holy Sepulchre Cemeteries.

A pumping system was installed by residents for their water supply, electric lighting installed on the main streets, streets widened and names posted, baseball teams organized, a tennis club started, and postal delivery and pick-up instituted. The survey attained the status of an electoral sub-division and residents had places on the township council and high school and public school boards.

Burlington was sprouting its wings with the dawn of the 20th century. Wooden sidewalks like these in front of the Roderick home on Water street, west of Brant street, would disappear. The Roderick house was built and owned by Capt. Sharp and was said to have had parquet hardwood floors, the first in town.

In 1892 Caroline Street from the limits of the village of Burlington to Lorne Street and a part of Lorne Street were accepted by Nelson township as public roads. John Gray had laid out streets in his survey extending between Caroline and Lorne. In the same year, Addison Hager laid out a street extending from Ontario Street to the Hurd farm named Hager Avenue. It was accepted as a public road and a portion of the town boundary at the time.

Bits and pieces of Nelson township were annexed by Burlington from time to time and in 1909 the boundary was extended to Maple Avenue. This relatively large chunk of expropriated land went across Birch, southward along the C.N.R. property across to Maple Avenue and down to the Beach.

By 1911 Ghent's survey had been opened with the township accepting Ghent Avenue as a public road. Roads and housing went hand in hand and the creating of Bayshore Drive or North Shore Boulevard in Aldershot opened up the Inglehaven and Glenhaven surveys.

From the turn of the century right up to the 1930's Burlington was the kind of small town every boy should live in, in the judgment of present residents who remember those days. Caroline Street was the boundary of the town proper and west of Brant Street Hurd's farm stretched north. The Bell and Blair orchards extended north on the east side of Brant street. Along Brant to Freeman there were a few homes. Beyond Freeman was the country. In the late 1930's Emerald Crescent was being developed and from there to Freeman the view was green countryside for the most part. The atmosphere was peaceful with the only sound the occasional whistle of a locomotive or the pealing of the town bell. There was no clangor of industry or traffic to shatter the peace and calm. Everybody knew everybody else. Families intermarried and business was done on a more personal basis with a man's word as good as his bond. But change, or as some say, progress, was just around the corner.

Inglewood survey reminiscent in a modest way of Indian Point was begun in 1925 by Irwin Proctor who owned a farm east of the present Strathcona Drive. As a pioneer aviator he had a hangar and an aeroplane located on the property. Proctor's father, a prominent Hamilton settler after whom Proctor Boulevard was named, had owned the lakeshore property and willed it to his son.

Originally the Lakeshore Road had curved to follow the shore line of the lake. When the No. 2 highway was paved and straightened after World War I Proctor had found himself with land fronting on either side of the highway. He opened up Belvenia Avenue in the middle of his farm north of the highway. The land remained idle for some time until about 1925 he opened a survey and offered for sale lots south of the highway. Inglewood Drive, curving around from the highway to the lake and back was constructed. Light standards, a sunken garden and other embellishments were installed. Two lots were sold and then the depression set in. One of the houses is the stucco home on the south-east corner of Inglewood and Lakeshore built by Mr. Proctor on speculation.

Towards the end of the depression, the town found itself with a great number of vacant properties acquired by tax sale.

In the latter part of 1938 a program of selling lots for $25 to $50 each was started with the provision that the purchaser within a year begin construction of a home worth not less than $3500. Home building was stimulated and the growth of the town has never faltered since then.

One of the "deals" made at this pre-World War II period was a trade between the town and M. C. Smith. The corporation had 11 lots on Smith Avenue and Mr. Smith had 12¼ acres adjoining Central School, the last open land within Burlington. The town and the ex-mayor, for a token dollar, bought each other's land. The farm property was developed as a park and a section later given to Central School as a football field and for future expansion. It is reasonably sure that Central could not have continued at its present location or have grown to its present size without Mr. Smith's land.

It was after World War II that Burlington began to mushroom. W. Frank Utter had, just prior to the war, developed the Glenwood survey, west of the Guelph Line. After the war, parcels of Veterans Land Act property were sold further west on the Clarence Wood farm and the Queensway survey was opened. More V.L.A. lots were sold to veterans on Pomona Avenue north of Roseland and in other sections in Nelson township, and Aldershot.

In the centre of town, A. S. Nicholson sold land to C. F. Hewitt who developed, after the war, Eden and Halifax Places, Baldwin Avenue and Hurd. He also opened up Harris Crescent from Torrance street.

The Blair farm was subdivided by John and Stanley Blair in 1952. The former Ogg farm on Brant Street north of Blairholme Avenue had been bought by George Blair whose substantial farmhouse across from St. John's Church built by him in 1896 is the residence of Stanley Blair, a son.

The former Bell property on Brant Street where the shopping plaza is located was originally the Springer and later the Koenig farm. The Springer home of Gothic design with a fountain in front stood about where Loblaws is now. As well as operating successful orchards, Mr. Bell built a large cold storage plant which was torn down for the Brant Street commercial development. Some of the streets in the adjacent subdivision, Courtland, Wagner and Tallman are named after species of Bell apples and Bellwood commemorates the family name.

THE LATEST CONCEPT IN TOWN HOUSES & GARDEN COURT APARTMENTS
KENSINGTON GATE

North of the highway, west of the Guelph Line, George Fisher had a farm. His son-in-law, Ira Clark, who had married Nellie Fisher, was a Quaker mathematics teacher in Orillia. At George Fisher's death, the Clarks came down to Nelson and settled on the Fisher Farm. Ira Clark was a good farmer and the farm continued to prosper under his management. About 1949 when he died, the survey of Clarksdale was opened up for residential development. Fisher Avenue runs through the centre of the original survey. Later homes in Clarksdale are on what was the Peart farm.

Just about the time Clarksdale was being developed, some houses were built adjacent to the Queen Elizabeth Way west of Guelph Line. The Department of Highways ruled that they be moved back from the highway and they were taken up to the Clarksdale property to the north.

Mountain Gardens survey is on the former Eaton farm and Rolling Meadows takes in the upper part of the Eaton farm and land owned by the Kerns brothers. West of the Guelph Line and Clarksdale School, the subdivision Maryvale was opened by Arrigo Bros. Ltd., the company which also built townhouses and multiple housing south of Maryvale off Mountainside Drive.

One of the latest tracts to be opened north of the Queen Elizabeth Way is Tyandaga Estates, a 600 acre complex built around the golf course, consisting of garden apartments, townhouses and fine residences being developed by the Rampart Co. Brant Hills Estates, comprising hundreds of acres north of M. M. Robinson High School is a project of Western Heritage. Long Pines, a townhouse complex was developed east of Guelph Line, north of New Street by Gerald Stark, who also opened Cranston Court in Aldershot, and Rothesay Place, west of Walker's Lane and New Street.

In Aldershot, after World War II, Hughes Cleaver acquired the Long farm and opened up Long Acres subdivision. Jacob Cooke developed "Birdland" on the Friman farm in the early 1950's and later Glen Acres and adjacent surveys. John Cowan in 1952 developed 35 acres in North Shore Gardens west of the Burlington Golf Course. It was in Aldershot that Jacob Cooke opened up Harbour Heights overlooking the bay. Mr. Cooke developed Marley Park, east of Francis Road, and Fairwood Acres behind the Dominion Store.

Elizabeth Gardens in the far east end below New Street, stretching from Hampton Heath, was developed before amalgamation. After 1958 Burlington found itself with a subdivision in which roads were unfinished or not up to standard. Crews were despatched to finish the job and the costs were charged to the developer. West of Elizabeth Gardens a partially wooded area was opened up by Verhoeven Const. Ltd. White Pines became a charming subdivision of split level homes. Guildwood subdivision, another Verhoeven project south of New St., west of Walkers Line was developed about 1954.

Strathcona Gardens, Pineland South, east of Appleby Line, and Ravenswood were developed between 1955 and 1962. Ravenswood was a 100 acre farm owned by Colin Smith west of Walker's Lane. The homestead called "Ravenswood" is back on a winding driveway from the Lakeshore Road, the home today of R. A. Carlton whose wife was a

A MODERN SPLIT LEVEL SINGLE FAMILY HOME

A TYPICAL HIGH RISE DEVELOPMENT — LA SALLE TOWERS

Smith. The Smith line traces back to Hiram Smith one of the town's first businessmen who is mentioned elsewhere in the chapter dealing with education.

While it is not possible to list all the subdivisions, the population figures tell the story. Between 1947 and 1960 the growth rate for Burlington was 228 per cent while that for the whole of Ontario was only 33 per cent. Burlington's growth has been directed by a master plan designating certain areas for commercial, industrial and residential purposes. Schools, parks and shopping facilities have been planned to meet the needs of the present and the future.

Burlington has pioneered in the field of town planning, council agreeing back in 1921 that preparations should be made for the years ahead.

It was in 1949 that the district was made a planning area under the Ontario Planning Act of 1946 and the Burlington and Suburban Area Planning Board was set up. Members have included such men as Edmond Holtby and Allan S. Nicholson. The present chairman is Gordon Schottlander. The board consists of eight Burlington members appointed by council, two from Waterdown and two from East Flamboro.

The town's official plan, approved in 1962, made Burlington one of the first municipalities in the region to have an official master plan. The planning department was established in 1961. Director of planning is R. E. Roberts, assisted by Robert Serena.

The Provincial Planning Act set out certain requirements for developers. After 1959 the act was broadened to allow municipalities to set their own standards. At present developers in Burlington must put in hydro facilities, storm and sanitary sewers, satisfactory streets and street signs. The town and the developer work together in deciding what refinements should go in. Some main roads leading to schools, for instance, call for curbs, boulevards and sidewalks while other short streets need only curbs.

Subdividers must put $700 per house into a reserve fund to pay for extra facilities in the way of fire and police protection, street maintenance equipment, parks, schools, etc. needed in the future.

A recent phenomenon has been the high rise apartment of six or more stories. As the Federal government made available more mortgage money for multiple housing, builders began the construction of several tall structures. Citizens in residential areas protested intrusion on their privacy. The municipal elections of December, 1965 were stormy and an almost completely new council was voted in, committed to halt or at least slow down the apartment building in predominantly residential low density areas.

Torrance Terrace, the first of the "cliff dwellings" at Torrance Street and Lakeshore, is set in landscaped grounds. Other high rise buildings, finished and in some cases unfinished, are spotted here and there from Aldershot to the Skyway Plaza.

Burlington has run the gamut from log cabins to luxury penthouses. Little evidence remains of the town once described as the "Brighton of Canada", a watering place and summer resort without peer. The new Burlington meets the need of a different age.

33

The Way Ahead

Long-time residents of Burlington miss the small town features of the community and the days when they could walk down Brant Street and recognize everyone. They remember the festivities and parades such as the celebrations in 1927 to commemorate the Diamond Jubilee of Confederation. The Lions Club erected a cairn in Gore Park to mark the occasion and on Dominion Day, July 1, they organized a big parade down Brant Street.

Skipping across the years, everyone in town celebrated Queen Elizabeth's coronation in 1953 when a community church service was held at the arena. Elgin Corlett led the musicians and the choir was representative of all the churches in town. Coronation Park at the corner of Wellington and Emerald Streets was dedicated with A. C. Mason planting a tree there and Spencer Smith doing the same in the park at the foot of Brant Street.

Now the town is preparing for the celebration of Canada's Centennial year 1967, with parades, pageants, and parties of all kinds.

Burlington has indeed grown from the rural village of 1873 with a population of something over 750, to the town of 1914 with 2100 inhabitants, to the sprawling community of 1966 encompassing an area of 33,880 square miles with a population of 65,507. The jump in population figures from 9,568 in 1957 to 32,635 in 1958 was made possible by the enlarging of the town through the amalgamation with Aldershot and Nelson township. The story of real growth, however, is shown in a comparison of the June 1966 figure which is up 7,000 over that for the preceding September. Figures released by the Dominion Bureau of Statistics indicate that Burlington had twice as many residents in 1966 as in the amalgamation year of 1958.

With the announcement that throughout Canada the town was second only to Toronto township in the building of homes, the Burlington Planning Department's latest population projection figures become believable. Remembering that the town's planners in 1961 made estimates for 1966 that proved to be "on the nose", the following calculations are significant: for 1970—79,000, 1975—105,000, and 1980—135,000.

Despite this type of prophecy, many in this predominantly residential town find it hard to believe that if growth continues as it is now, Burlington will eventually be a good-sized city.

Nineteen sixty-six has been the year of the regional government reports. The Mayo report charted the Niagara area and the Plunkett report did the same for the counties of Halton and Peel.

In July 1965 Thomas J. Plunkett, a Montreal municipal affairs consultant, was appointed commissioner for the local government review. Released in September 1966, the report recommended the formation in the north of a "Rural County of Peel-Halton" and to the south, the "Urban County of Mississauga" composed of the towns of Burlington, Oakville, Port Credit, Streetsville and Brampton, the township of Toronto and part of the township of Chinguacousy.

As the areas affected study the report and its implications, the future of the community to the west, Wentworth County, Hamilton and the township of West Flamboro, is still in doubt. Already the Burlington and Suburban Area Planning Board has passed a motion requesting that a study of the possibility of regional government for this area including Burlington be undertaken by the province.

It would appear then that if present growth continues, Burlington eventually will become a part of a larger complex stretching either to the west or the east. More exact predictions are only likely to produce a chuckle for future readers just as Rev. G. W. Tebbs' forecast of 1927 did. "Is it too much to hope that by the time Burlington celebrates the centenary of Confederation, 40 years hence, it may be known as one of the beautiful cities of the Province?" Mr. Tebbs asked, and added with pride, "Surely Burlington stands a town, nearest to Heaven and most like it."

Perhaps this celestial comparison is less valid with the urban development of the past few years than it was nearly half a century ago. Yet there is growing among the newer residents the same pride in the town felt by past generations, a pride not only in the physical beauty of the town's location but in its achievements in keeping pace with a modern age.

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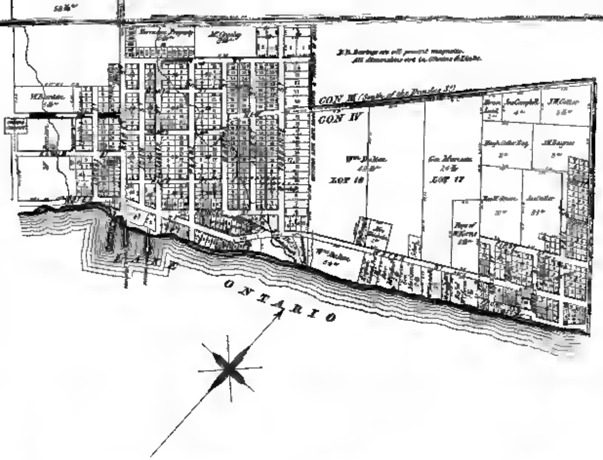
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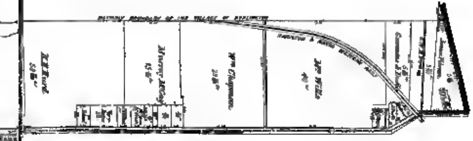
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OF

BURLINGTON

COMPILED FROM REGISTERED PLANS

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PATHWAY TO SKYWAY

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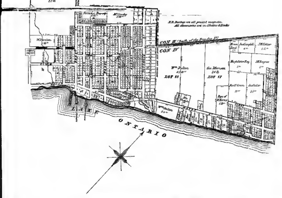
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To

All those men and women who, from the early 1800's to the present day have worked for what they believed was the good of the area which now lies in the Town of Burlington — and who have made the town one of the finest places in the country in which to live.

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The authors are also greatly indebted to the many residents of Burlington and district who patiently answered questions and recounted stories of the old days. Some made available space in their homes in which the writers were able to work. Others lent valuable books, papers and pictures for months on end, trusting the authors to keep them safe. Still others helped with research and did typing. This co-operation and interest speeded the work and encouraged the writers. The many names of these people cannot all be listed—but *they* know who they are, and will, we hope, accept the thanks of everyone involved in the publication of this volume.

Introduction

The authors of this history have spent 15 months solving an intricate jigsaw puzzle. It began with a myriad of disjointed facts and stories from the days of the Mohawk Indians, United Empire Loyalists and the nucleus of a community that grew around Brant's Block. The puzzle began to take shape as copious notes were compiled about people and their lives in Wellington Square, Aldershot, Kilbride and Nelson Township centres such as Appleby and Zimmerman which exist today only in people's memories.

Interviews with long-time residents and members of Burlington's pioneer families proved fascinating and the hours spent culling stories and facts from old diaries, yellowed documents and hand written council minutes, began to give us a clear picture of our town.

Pieces of the jigsaw puzzle were finally fitted together with the story of amalgamation in 1958, but history books never have an absolute ending, and up-to-date facts about Burlington were being added, even as chapters were being sent to the publishers.

Through research and editing, we have endeavoured to make this volume historically accurate as far as possible, with the information available to us. For the sake of brevity, it was not possible to use all the material we collected, and it must also be noted that the spelling of some names and places has changed through the years.

We realize that the first chapter may be of interest mainly to geography buffs and certain sections of the book will have more meaning to one family than another, but the human interest stories and anecdotes that have passed down through the generations could have happened in any community.

We are deeply grateful to all the Burlington residents who searched their memories (and their family albums) for us, who lent us treasured documents, patiently answered our endless questions and checked our notes for accuracy. Thanks also to our husbands and children. Without their co-operation, this book could never have been written.

The people whom we wrote about seem very real to us and we feel nostalgia for a friendly small town atmosphere that we sincerely hope has been transmitted in these pages.

BARBARA FORD AND CLAIRE EMERY

Barbara Ford

On the occasion of the celebration of the one hundredth anniversary of Confederation in Canada, the Confederation Centennial Committee of Burlington commissioned Mrs. Barbara Ford and Mrs. Claire Emery to write the history of Burlington.

The many hours of diligent research spent in preparation for this publication has given us a most complete story of our community that every citizen now and in the future will find both informative and interesting.

I would personally like to thank the many residents who made available historical records, information and pictures, without which this book could not have been written.

To the members of the Centennial Committee, for their assistance in editing the manuscript, Mr. W. J. McCulloch, Mr. Emerson Lavender, my sincere gratitude.

Between these covers history comes to life to acquaint the reader with Burlington in the past, and as the title depicts, it is truly a history of Burlington "From Pathway To Skyway".

JAMES H. PARKER, *Chairman*,
Confederation Centennial Committee of Burlington

James H. Parker

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1

"Know Ye the Land . . . ?" —*Byron*

Histories should start at the beginning. If this is true, then Burlington's story should begin millions of years ago when this area was all below the sea. Fossils found in the bedrock deep in the earth are of salt water organisms which indicate the truth of this theory.

Gradually this part of the continent arched above the sea and the water flowed off cutting streams and valleys as it went. The Dundas Valley running west from the tip of Lake Ontario is one of the longest pre-glacial valleys in our vicinity.

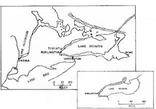
Erosion of the water during this period ate into the softer rock and left the hard rock standing. The Niagara Escarpment is believed to be the result of this erosion.

About 250,000,000 years after the land appeared above the sea, its progress was set back by the great glaciers which began to cover it. The glaciers came and went, melted and froze again until at last they began to retreat permanently, some 10,000 years ago. Most of the physical features of Burlington today are the result of the Wisconsin Glacier and its recession.

It was in Pleistocene time when this great ice pack extended over all of Southern Ontario and down into Ohio. As the dripping edges melted, they once more uncovered our area. Inland lakes were formed from the melted water and the largest of these were Lake Algonquin covering Lake Huron and Georgian Bay, and Lake Iroquois covering Lake Ontario and extending down the Mohawk Valley to Syracuse and Rome, New York. These two glacial lakes were long lived and their beaches and bluffs can still be seen today.

The glacier changed the drainage of the Great Lakes, and the St. Lawrence Valley was dammed early in the advance and re-opened late in the recession of the glacier. The water in the lakes rose until it found an opening and spilled down the Mississippi or east through the Mohawk Valley.

When the glacial dam in the St. Lawrence lowland withdrew, it meant the end of Lake Iroquois as its water began to flow down through Hudson valley. Finally the present Lake Ontario was left, the rim of its water a full 115 feet below the level of Lake Iroquois.



THE IROQUOIS PLAIN

The narrow belt of land along the shore of Lake Ontario formerly covered by Lake Iroquois water has been called the Iroquois Plain. It extends around the western part of Lake Ontario from the Niagara River to the Trent River, a distance of 90 miles: its width varying from a few hundred yards to about 8 miles. The town of Burlington is located near the southwestern end of the Hamilton-Toronto section of the Plain.

The shoreline of Lake Iroquois is marked by the great gravel bar which separates Coote's Paradise from Hamilton Harbour, and parallels the harbour and Lake Ontario shorelines into the gravel ridge in Aldershot.

The presence of the Iroquois Plain was instrumental in the settlement of our area and its physical properties supplied the early inhabitants with not only the basic necessities of life but the means to create a thriving community.

Between the lake and the gravel ridge lies a well-drained gently sloping sand plain which varies in width from a mile and a half in the Willow Cove district in west Burlington to just under two miles in central Burlington. These sands were worked and re-worked by the water of Lake Iroquois until they became medium and fine textured. This fertile sandy loam soil formed the basis for the agricultural economy which was the area's first sustenance. The moderate climate influenced

by the lake giving a long frost-free growing season, and the presence of the Niagara Escarpment which deflects winds and causes the development of clouds and precipitation, have also contributed to the success of farming.

The Iroquois Plain was the first settled area in Ontario, probably due to its proximity to Lake Ontario and the avenues of transportation it provided. The attractiveness of the lake plain landscape encouraged settlement and the easy grades leading up from the lake ports made possible the spread of the growing population into the interior.

The Iroquois Bar separating Cootes Paradise from Hamilton Harbour was a natural bridge for first road and more recently rail traffic. The Burlington Bar (Beach Strip) was also an important transportation route.

The old sand bars of Lake Iroquois and off-shore aprons of sand held a plentiful water supply for the first wells and the Iroquois Gravel Ridge supplied road-building material. The shale and clay inherited from Lake Iroquois have been used for brick and tile from the time of the first solid homes.

As well as providing natural resources, the shrinking Lake Iroquois and pre-glacial erosion gave the area interesting physical features which add to the beauty of the landscape. The Niagara Escarpment rises majestically 400 feet over the Iroquois Plain at Aldershot. Just north-west of Burlington the escarpment alters from its general east-west direction and assumes a more north-south trend.

Most of the stream valleys in the Burlington area are deep, indicating that the process of down-cutting has been going on since Lake Iroquois began to recede. There are no major streams here and the only one of any size is the Grindstone Creek which flows down the escarpment through Waterdown and the Hendrie Valley into Hamilton Harbour. The Twelve Mile Creek flows down through what was upper Nelson Township and empties into the lake at Bronte. The source of these creeks is back in the Beverly swamp.

Allen Creek flows through town and down into the lake just west of Brant Street. East of Brant and west of Torrance Avenue Rambo Creek discharges its water into the lake. Other similar-sized creeks flow down the escarpment at intervals all across town. Relatively short and water-filled only for a part of the year, many of them have created ravines which provide desirable residential settings.

2

Before the White Man

A history of the people of Burlington must include the first settlers, the native Canadian Indians. They came here when the land was unspoiled and left it in the same condition.

Burlington has been called 'The Garden of Canada' and other descriptive phrases alluding to its beauty, but how much lovelier it must have been when the Indians pulled salmon out of the creeks and moved quietly among the stands of oak, white pine, ash, basswood and maple which came down to the water's edge. The only sounds were wind and rain in the trees, bird and animal calls and the ever changing voice of the water.

The setting between lake and bay with the rising escarpment towards the rear made this area not only a place of beauty but, more important to the Indians, a strategic location. They camped at the beach and used trails up to their villages to the north. This was an important stopping place on the great lakes waterway, providing a sheltered harbour before entering the Niagara River, or, if going east, before pushing across Lake Ontario.

Our knowledge of the Indian has been gleaned from descriptions left by early explorers and travellers and by discoveries made by archaeologists. Unfortunately, the Indians themselves did not write history books for our use. This fact not only has left historians groping in the dark for the early story of Canada but has left the Indian the victim of misunderstandings. Indian public relations with the white man were for most part very elementary.

Early explorers in this part of Ontario found three Indian nations, the Algonquins, the Hurons, and the Iroquois.

The latter two were inclined to the cultivation of the soil and tended to remain on the same land at least until, with no crop rotation, the soil was exhausted. They shared a similar language and culture but no love for each other.

At the beginning of the 17th century the Hurons lived in a narrow stretch of land along the north shore of the St. Lawrence River as far as Quebec and an area south of Georgian Bay. To the south west were the

Petuns or Tobacco Nation, friends and relatives of the Hurons. South east of the Petuns, west of Lake Ontario along the north-east shore of Lake Erie, the Niagara Peninsula and inland was the Neutral Nation. This area included what is now Burlington. These Indians were on good terms with the Hurons and Iroquois who found it expedient to tolerate the Neutrals.

On the west bank of the Niagara River was the limestone quarry of the Neutrals which provided flint for arrows and spear heads used by Indians in a large part of the country. As long as flint was vital, other Indian nations respected the Neutrals.

The Algonquian territory spread above Lakes Huron and Superior along the Ottawa River and across northern Quebec to Labrador. The Algonquins were numerous and their language was spoken by Indians from eastern Canada to the prairies except for a portion of eastern Ontario where Iroquois was the tongue of the Hurons, Tobacco and Neutral Indians.

Of the three Nations in eastern Canada, the Iroquois were the most fierce and probably the cleverest. Before America was discovered by the Europeans, three Iroquois tribes, the Mohawks, Senecas and the Onondagas had united, and early in the 16th century two other tribes, the Oneidas and Cayugas joined them to become the Five Nations.

The legend goes that Hiawatha was one of the instigators of this union. In 1712 the Tuscaroras came from what is now North Carolina and the Six Nations were born. The Iroquois were noted not only as warriors but for their agriculture, their laws and their oratorical ability. The United States Senate and House of Representatives resemble the Six Nations council and were supposedly patterned after it.

It was not surprising then that the Iroquois Nation, mighty in battle and with a relatively high level of development, eventually dominated the other Indian nations of this part of North America. They came to control a huge section of southern Ontario and northern United States. Once the English and Dutch provided the Indians with steel, flint was no longer indispensable and the Iroquois were free to sever friendly relations with the Neutrals and to expand their territory.

In their 1609 campaign against the Iroquois, the Algonquins and Hurons allied themselves with the French. The English took on the Iroquois as allies, an attachment which persisted throughout the American Revolution and the War of 1812.

In constant wars between 1648 and 1650 the Iroquois vanquished first the Hurons and later the Neutrals. Only a handful of Hurons escaped. The few Neutrals and Tobacco Indians who were able to flee were absorbed by other tribes. The Algonquins withdrew north west and were able to survive. The Iroquois were then free to travel unhindered from Hudson Bay to the Carolinas and controlled the routes of trade

They settled along the Mohawk Valley, the Allegheny River in the rich Ohio country, the Upper reaches of the St. Lawrence and the eastern entrance to Lake Ontario as well as on land along the Great Lakes.

INDIAN SETTLEMENTS IN NORTH BURLINGTON

The accounts left by early French missionaries give a picture of some of the Indian settlements in Halton County. Father Jerome Lalemant, a Jesuit missionary, wrote of a trip made by two Jesuits. They arrived in November, 1640 at the first village of the Neutral Nation named Kandoucho, which was reportedly located on Lake Medad. An old Jesuit map of this area shows an Indian village at about the site of Lake Medad. Unfortunately for the missionaries false stories had been spread as to their characters and their intentions. They found, "that terror had gone before them and caused the doors of the cabins everywhere to be closed." They visited 18 villages of the Neutrals before returning to Huron country.

The Jesuits, perhaps prejudiced by the cool reception they received from the Indians, did not leave a favourable picture of the Neutrals in their written accounts of their adventures. Another missionary, however, corroborated the Jesuit's impressions. Father Joseph de La Roche Daillon gave an account of a journey taken in 1626 to the country of the Neutrals which he said included both sides of Lake Ontario. "Their real business is hunting and war. Out of that they are very lazy and you see them, like beggars in France, when they have their fill, lying on their bellies in the sun. . . ."

Father Lalemant, comparing the Neutrals with the Hurons said, "They appear taller, stronger, and better proportioned. . . . They cover the bare flesh with a skin, like all Savages, but with less modesty than the Hurons as to the breechcloth which many do not use at all." Although the Neutrals did not fight the Hurons or the Iroquois while they were in a position to be "neutral" they did make war with a western nation, according to Jesuit reports, and should not be considered altogether peaceable.

Many relics of the days of the Neutral Indians have been uncovered in the Lake Medad Waterdown area. Flint arrowheads, stone axes, stone chisels, pottery, wampum, shell beads and stone pipes have been unearthed by the ploughs of farmers. Indian bone burial grounds or ossuaries, peculiar to the Neutral Indians have been uncovered in the vicinity of Lake Medad. The Neutrals revered the bones of the dead and displayed them after the flesh around them had decomposed.

Lake Medad, named after farmer Medad Parsons, is high on the escarpment and has to this day an air of mystery about it. Although the lake is now leased by the Medad Heights Golf Course Ltd., it is not part of the course and the land around the lake basin is still wooded with hemlock, birch and cedar. The 40-acre lake is pure spring water to a depth of about 20 feet. Below this is a dark ooze and solid bottom is not reached for 80 feet. This gave rise to the belief that the lake was bottomless and that bodies lost in it never were given up. In recent years at least two scuba divers have gone into the lake and confirmed that the bed is in shelves and does exist at about 80 feet depth.

Another peculiarity of Lake Medad which adds to its mystery is that while known to be fed by several creeks, it appears to have no outlet yet always keeps the same level. It is believed to have an underground outlet to the bay or Lake Ontario.

Before the turn of this century, water-power for Waterdown mills began to fail and a canal was dug from Lake Medad to the Grindstone Creek to augment the water supply. The water from the lake rushed into the canal but when the lake level reached the level of the bottom of the canal, the flow ceased. The small springs and creeks were enough to keep the lake full but were not sufficient to stand any large drain.

Along the eastern shore there is a rocky ledge near which the remains of an Indian village have been discovered. After the Iroquois had destroyed and scattered the Hurons they turned their attention to the Neutral Nation, and this village soon disappeared. From the trees that are growing over the ash pits it has been estimated that the village met its fate nearly 300 years ago. On a gravelly slope above the camp there has been discovered a burying place, also another a few miles distant on the banks of the Twelve Mile Creek as it flows through Upper Burlington.

LEGEND OF LAKE MEDAD

Lake Medad, set in a virgin forest with its mysterious underground exit has given rise to several Indian legends. One of these goes like this. Long ago a tribe of Indians lived here and used the site of the lake as a playground. Here they held their war dances and their torture ceremonies. This country was a wonderful land of plenty and these Indians were so well fed and prosperous that they became quarrelsome and ungrateful so that the great Manitou decided to punish them for their misdeeds.

One evening the tribe was gathered together in the valley busily at work preparing to torture the old chief's son. He was quite deserving of punishment for shortly before he had killed his father. The old chief had been ill and the son had persuaded him that he had an evil spirit and that he could free him of it. The old man was to stand ten paces off from his son holding a copper kettle before him as a shield while the son, William Tell fashion, shot the evil spirit with his bow and arrow.

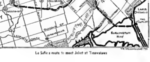
The arrow stopped in neither the kettle nor the evil spirit but buried itself in the old man's heart.

The son immediately fled but was captured and prepared for torture. It was evening, everything was ready. The prisoner was brought forth and bound to the stakes and all the tribe were assembled for the evening's entertainment. Suddenly there came a rushing sound, then another and a louder one, and at last a terrible roar. Instantly the whole glade, tribe, victim and all were swallowed up and in their place lay a peaceful smiling lake full of fish. It is said that no Indian has taken of the fish for they say that the devil was there and the fish are the souls of the departed. According to tales handed down from the earliest inhabitants, there are strange rumblings from the lake from time to time and sometimes a booming report like a cannon.

EXPLORERS MEET

In 1669 a memorable meeting between white men occurred near Lake Medad. On September 24 Father René de Brehant de Galinee arrived at Tinawatawa, an important camp of the Neutrals northwest of Lake Medad, with a party which included Father Dollier de Casson and René Robert Cavalier, Sieur de La Salle. They found a Frenchman had arrived the preceding day, one M. Joliet who was on his way back to Quebec.

Joliet was amazed to see the Frenchmen emerge from the trail through the woods to the east. Unknown to each other these two parties had been converging on the same point. La Salle and the Sulpicians had


WEST FLAMBORO
EAST FLAMBORO
LAKE MEDAD
FLAMBORO CENTRE
GUELPH
TINAWATAWA
N
VII
VI
Y
WESTOVER
BROCK ROAD
MILLGROVE
GRINDSTONE CREEK
HWY
DUNDAS ST
GREENSVILLE
SPENCER CREEK
YORK ROAD
LAKE ONTARIO
THE OUTLET
BURLINGTON BAY

La Salle's route to meet Joliet at Tinawatawa

been coming up the St. Lawrence and along the shore of Lake Ontario from the east. They had landed where La Salle Park is now and had proceeded north to the Indian village, located near the present village of Westover.

Joliet left after meeting La Salle but apparently La Salle's party stayed on at the village for several days since La Salle was unwell. Finally, when Fathers Dollier and Galinee indicated that in two or three days they wished to push on using Joliet's route, La Salle told them that the state of his health no longer permitted him to think of the journey he had undertaken to the west and that he intended to return to Montreal. The Sulpician missionaries left the village October 1, 1669.

Joliet and La Salle went on to make major discoveries in their further journeys. In 1673 Joliet with Father Marquette descended the Mississippi as far as the junction of the Arkansas River and saw that it fell into the Gulf of Mexico. Nine years later La Salle completed the exploration of the Mississippi and reached its mouth.

MISSISSAUGA PERIOD

By the end of the War of American Independence, when the first Loyalists began their influx into Upper Canada, the Neutral Indians were gone. The Iroquois, after defeating the Hurons, Algonquins and Neutrals had turned their attention to the French and for ten years battled the fur traders and settlers. The Indians finally realized they were fighting a losing battle and after enduring a winter of starvation due to French attacks on Mohawk supplies, they gave in. Peace descended on the lower Great Lakes region and the Mississauga Indians appeared in Halton County.

The Mississauga hunting ground was the entire area between Burlington Bay and the Humber River and extended north as far as Lake Simcoe, which was known to the Indians as 'Lake of the Skies'. The tract comprised about 80,000 acres and included what are now the counties of Halton, Peel and part of York. The Mississaugas apparently descended from a more northerly position and are believed to be a tribe of the Algonquian Nation.

These Indians were peaceful, governed by three chiefs and Council of the Three Fires. There was a friendly relationship between the Mississaugas and the Iroquois. In 1796 the former sold to the Six Nations Grand River council a parcel of land adjacent to the Grand River reserve. Later when the government was first negotiating with the Mississaugas for the purchase of land along Lake Ontario from Burlington Bay eastwards, the Mississaugas adopted Joseph Brant, leader of the Six Nations, as their chief. The government, worried that Brant might become too powerful, set aside plans for the purchase at this time.

Brant's Indians were allowed to occupy land at Burlington Beach under an agreement that they do no hunting or fishing on Mississauga lands. John Graves Simcoe, the first Governor of Upper Canada also honored the Mississauga land rights. Settlers were having to cross Indian territory more and more frequently on the journey from Newark, the old capital of Upper Canada, to York the new seat of government. Simcoe refused to force the Mississaugas to give up their land. The scattered houses erected in this territory were built with the sanction of the Indians. No roads were built but the Indians' trails used instead.

The long term result of this wise policy was that when trouble brewed along the frontier with the Americans, the Mississaugas remained loyal to the British although the sympathies of their nation in the earlier part of the 18th century were not in this direction. The outcome of the War of 1812 might have been quite different had Simcoe and Brant alienated the Mississaugas.

Finally in 1806 agreement was reached and the land of the Mississaugas between the Humber and Burlington Bay was purchased by the colonial government. The Indians gradually dispersed, some going with the Six Nations to their Grand River settlement and the majority joining the rest of the Algonquins to the east near Montreal.

Probably the most interesting evidence of Indian life in this area was unearthed by Samuel Thomas Jr. in 1892 on the old townsite of Wellington Square. Along with a medal weighing about two ounces there was excavated a large skeleton presumably that of an Indian chief. It had two ivory rings through its nose and lay with a scalping knife, a tomahawk, pipe and hunting knife. The medal was presumed to be one bestowed at an important Indian council held at the mouth of the Niagara River in 1764, presented by Sir William Johnson to representative chiefs of Six Nations Tribes for bravery and loyalty to Britain during the Pontiac War. The medal bears the date 1764, a relief of King George III and the words "Happy While United."

3

Joseph Brant: The Greatest Freeholder

The district's most illustrious settler was a Mohawk warrior, Joseph Brant, Thayendanegea Chief of the Six Nations Indians during a most notable period in history, he earned a place in Canadian annals for his political and military astuteness

His story is a thrilling one Born in what is now the United States, he was one of the first United Empire Loyalists in the true sense of the word one who preferred to remain loyal to the British crown and settle in Canada Leading his people to the lush Grand River valley, he chose for his last home a splendid setting at the north end of Burlington beach, a short distance from what was to become the townsite of Wellington Square

Joseph Brant was born on the banks of the Ohio River in 1742 His father was a full blooded Mohawk of the Wolf tribe His grandfather was one of the five Sachems who visited England in 1710 during the reign of Queen Anne, with Col Peter Schuyler from the American colonies When his father died Brant's mother married for a second time

The Brants, events showed, had a partiality toward the white man In 1748, Joseph's older sister Mary or Molly became at the age of 16 the morganatic wife of Sir William Johnson General Superintendent of the Indian Department for the Crown She remained as a devoted wife and chatelaine of Johnson Hall until the time of the revolt of the colonies when she fled to Canada and eventually settled her family at Kingston

Joseph became a protégé of Sir William who watched over his military and academic training At the age of 13, in 1755, Joseph was present with Sir William at the battle of Lake George This was at the time of the Seven Years' War when Britain was seeking to break the chain of French forts stretching from the St Lawrence to Louisiana Four years later Brant accompanied Sir William during the Niagara campaign and acquitted himself with bravery against the Iroquois' traditional enemies, the French

Through the sponsorship of Sir William, Brant attended Moor Charity School for Indians at Lebanon, Connecticut founded by Eleazer

Wheelock This later became Dartmouth College Brant studied there for a few years before leaving to fight in the Pontiac Wars

In 1765 Brant was again in the Mohawk Valley and in 1771 he translated the Gospel of St Mark into Mohawk. A copy of this edition is in the Joseph Brant Museum in Burlington About this time he married Christine daughter of an Oneida chief Leading a peaceful life Brant acquired land, cattle, a share in a grist mill and generally enjoyed a comfortable existence

Christine bore Joseph a son Isaac, and a daughter, Christiana, before she died of tuberculosis Christine's half-sister became his second wife but she, too, died of tuberculosis within a year of the marriage, leaving no issue Brant remained single for some time but toward the close of the American Revolution he married Catharine, eldest daughter of the head chief of the Turtle tribe first in rank of the Mohawk nation In her own right she stood at the head of the Iroquois confederacy, clothed with the power to designate a successor to the chieftaincy

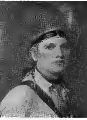
Catharine Brant was of considerable beauty if descriptions of her are accurate She was tall and graceful, possessing a proud manner and a sparkling personality with which went a quick temper She bore Brant seven children, Joseph Jacob John Margaret, Catharine, Mary and Elizabeth

In 1774, with revolt of the colonies imminent, the Six Nations Indians at a council at Johnson Hall plied Sir William Johnson with questions attempting to clarify their position A few hours after this conference, the exhausted Sir William died

In the fall of 1775, in an attempt to learn the true political situation between the British, the American colonies and the Indians, Joseph Brant made his first visit to London England He was lionized appeared at court and had his portrait, commissioned by the Earl of Warwick painted by George Romney This picture shows Brant not as typically Indian in appearance His nose was small and his skin was not as copper coloured as others of his race Indeed this dignified intelligent man was far from the Londoner's expectations of a savage redskin

In 1775, the American colonies revolted against the motherland and the Mohawks at Canajoharie migrated with Col Guy Johnson Sir William Johnson's son in law, and the new Indian Superintendent, to Montreal Joseph Brant returning home from England in 1776, allied himself with Britain and thereafter took an active part in the war His rank of Captain was the highest an Indian could attain

Brant was a brilliant leader of his Indian warriors With Fort Niagara where they had relocated from Montreal, as their base the Indians made commando-like raids into the Mohawk and Ohio valleys The War of American Independence ended in 1783, but the issue was



CHIEF JOSEPH BRANT (ROMNEY 1775)

not ended for the Iroquois who had lost their ancestral lands. They felt the British had no right to cede the Mohawk Valley to the Americans in the peace treaty and wanted the border placed south and east of the Ohio River instead of the dividing line through the Great Lakes. Added to this grievance, the Indians who stayed in the United States were faced with the encroachment on their lands of more and more settlers. This period of unrest below the American border was to result in spasmodic battles being fought for several years. Brant acted as peacemaker and is credited with preventing a general Indian uprising.

Throughout the American Revolution and the intermittent Indian fighting which followed, Brant, although fierce in battle, was never cruel or sadistic. He endeavoured to keep his warriors from committing excesses and stories written by his detractors alluding to his atrocities were proved lies. In 1821 his son, John, provided evidence to try to right the wrong done his father's name by people such as the poet Thomas Campbell, in his "Gertrude of Wyoming".

It is little wonder that Brant and his warriors expected and deserved the same compensation as the white Loyalists. They had lost as much

during the war and had fought with as great effectiveness for the British cause. The Treaty of Paris restoring peace between Great Britain and the United States in 1783 made no provision for the loyal Indians. Mother England had had a lapse of memory but Joseph Brant reminded her of promises made.

Governor Sir Frederick Haldimand in 1784 granted the Six Nations Indians a large piece of land stretching six miles on either side of the Grand River from its source to its mouth in Lake Erie and another tract at the Bay of Quinte, where a group of Iroquois settled under John Desoronto.

Joseph Brant received for himself a large sum of money as indemnity for the loss of his property. This he used to help his people start life on the Grand River. He bought nails, farm implements and stock and built a sawmill. The Indians were given supplies and provisions as were the other Loyalists and it was not long before they were well settled in their new home.

There was a difference, however, in the British treatment of the Indian Loyalists and the white Loyalists. The latter were given outright grants of land as well as monetary compensation and their children, when of age, were eligible for a further land grant. The Indian lands were so entailed that they could not be sold or leased without Crown consent. Governor Simcoe gave as his excuse for this differentiation, the fear that the Indians would be cheated by "land jobbers". Eventually their affairs became so legally entangled that the true value of their property was never realized. It cannot be said that the treatment given such loyal allies was other than shabby.

In 1785 Brant went to London again, this time to try to secure the deed to the Grand River land, promised by Sir Frederick Haldimand. Although in this effort he was unsuccessful, the visit was a personal social triumph for Brant. He visited the homes of the aristocracy, became a friend of the Duke of Northumberland and went on several outings with the Prince of Wales. The Baroness Riedesel found Brant's manners "polished and he expresses himself with great fluency". Brant was presented to King George III and Queen Charlotte and when the king offered the royal hand to be kissed, as was the custom, Brant is said to have refused it. He was, he said, a king among his own people; it was beneath his dignity to bow to anyone. He would, however, be pleased to kiss the hand of the Queen.

Brant returned to Upper Canada disappointed with the outcome of his mission but continued to act as liaison between the Indians and the Government. He was appointed by the Indian Council as agent for the Six Nations in negotiations, and in 1796 was given a formal power of attorney to handle land sales with the Crown. Before this when the Indians first received their lands, they encouraged white settlers to be come established on them and gave them unofficial land titles. There were only 2 000 Indians on the huge Grand River tract, which was more than large enough for their needs. Brant felt white settlers would provide an example to the Indians as to how to become good farmers and merchants. The proceeds of the land sales were to be used for the purchase of farm stock and implements, with the remainder put into a trust fund to support the Indians while they were adapting to a new way of life.

The Government tried to discourage these settlers and to not honour the land titles but many of them had been allies of the Iroquois during the American Revolution and were people of integrity. Finally, in 1798 the government agreed to ratify the arrangements made with the Indians. Individual Indians, however, continued to sell parcels of land and many squatters entered the tract. Brant's services as a land agent continued to be sought and he never gave up trying to secure an unconditional deed to the Grand River property.

Brant's willingness and ability to accept the white man's way of life was most remarkable for his race and for his time. He used to the utmost advantage the opportunities he was given in his association as a youth with Sir William Johnson.

Yet, for all his adoption of white ways, he was an Indian in much of his thinking. In a letter written after one of his visits to England he commented: 'you ask me then, whether civilization is favourable to human happiness. ... There are degrees of civilization from cannibals to the most polite of European nations. ... I was born of Indian parents and lived among those whom you are pleased to call savages. I was since sent to live among the white people. ... After all this experience, I am obliged to give my opinion in favour of mine own people. ... Among us we have no prisons, we have no pompous parade of courts, we have no written laws, and yet judges are as highly revered amongst us as they are with you and their decisions are as much regarded.

'Daring wickedness is here never suffered to triumph over helpless innocence. The estates of widows and orphans are never devoured by enterprising sharpers. ...'

One of the shadows in Brant's life was the death of his oldest son, Isaac, a wild young man, who was jealous of his father and of his step-sisters and brothers. He was of violent disposition and had killed an American deserter. At Burlington Heights, in 1795, Isaac drew a knife and attacked his father. Brant, in defending himself, wounded his son on the head. Later Isaac tore off the bandage and, developing blood poisoning, died. Brant insisted he be placed on trial and was acquitted by both the white man's court and the Six Nations Council. Governor Simcoe said of the affair: 'I consider it as a fortunate circumstance that in attempting to assassinate his own father, this dangerous young man fell the victim of his own atrocity'.

Brant although generally honoured and respected by white men, never forsook his own people With his own holdings in the Grand River tract, with compensation from the Crown and his pension as a Captain in the army, Brant, after the War of American Independence, could have settled quietly and pursued the life of a country gentleman at Burlington Beach He chose instead to act as intermediary between the Indians and the American and British governments Those in authority listened to him and showed him the respect they were unwilling to give the average red man

Due to his moderating influence differences were often reconciled He was firm in his dealings with the white man and would never back down when he felt Indian rights were being ignored

Whatever Brant's motivations, and there were some who implied they were selfish–the Indians in Upper Canada had a devoted father in their Chief who on his deathbed whispered, 'Have pity on the poor Indians — If you can get any influence with the great, endeavour to do them all the good you can'

BRANT AT BURLINGTON

The deed to Brant's property on Burlington Bay was registered in 1798 which perhaps significantly, was the year that the white settlers at the Grand River had their deeds formally recognized The description of the property stated that it 'contains by admeasurement 3 450 acres being composed a certain tract situate at the head of Lake Ontario in the Home district of our province together with the woods and water thereon lying in the limit of the land heretofor purchased from the Mississauga

It is almost certain that Brant owned the land before 1798 and it is possible he was unofficially given it shortly after the Grand River property was bestowed in 1784 The Indians historically had had an encampment at the Beach and Kayser and Wade traveling through the district in 1769, on a mission for Sir William Johnson mentioned a great number of huts at about this spot Brant certainly would have been familiar with the area and after the capital of Upper Canada was transferred to York from Newark would have passed this way on his journeys from the Grand River to York

In a letter written in June, 1797 it was mentioned that at Brant's House at 'The Beach' on the shore of Lake Ontario 160 Indians were successfully inoculated for smallpox Two years earlier Mrs John Graves Simcoe sailed to the north shore of Burlington Bay where she and her party camped Captain Brant called on horseback she wrote in her diary, 'on his way to Niagara but left his sons and attendants here till the wind proves fair for them to proceed It was necessary for the Brant boys to share the Simcoe accommodation, which was a tent. The attendants found shelter under some boards. Surely, if Brant had had any kind of home of his own at the beach, he would have left his party there.

A drawing of Brant's home which was included in the John Ross Robertson edition of Mrs. Simcoe's diary was not painted by Mrs. Simcoe as many of the illustrations were. It was a painting by M. Fisher and mistakenly attributed to Mrs. Simcoe. It cannot thus be used as proof the house was finished before the Simcoes left Canada in 1796.

Certainly the Brants were still well established at the Grand River as late as 1792 when Patrick Campbell described the household there. "Tea was on the table when we came in, served up in the handsomest China plate and every other furniture in proportion. After tea was over we were entertained with the music of an elegant hand organ. . . . Next day dinner was just going on the table in the same elegant style as the preceeding night, when I returned to Captain Brant's house, the servants dressed in their best apparel. Two slaves attended the table, the one in scarlet, the other in coloured clothes with silver buckles in their shoes and ruffles and every other part of their apparel in proportion."

When Brant built his house at Burlington Beach, he used logs from the Thousand Islands in the St. Lawrence, since the type of red cedar he wanted did not grow here. It was designed after the home of Sir William Johnson and a description of the house was set down by James Buchanan, British Consul at New York, in the summer of 1819. From the shores of Lake Ontario five miles away, he saw the Brant House "which had a very noble and commanding aspect. . . . Driving up to the door we alighted. The outer door leading into the spacious hall was open, we entered and seeing no person about proceeded into the parlour. . . . It was a room well furnished, with a carpet and pier and chimney glasses—mahogany tables, fashionable chairs, a guitar and a neat hanging book-case in which among other volumes were perceived a Church of England Prayer Book translated into the Mohawk tongue."

After Joseph Brant's death on November 24, 1807, his widow and children returned to the Grand River. John and his sister Elizabeth by 1819 were living again in Burlington. In that year Elizabeth was described by a visitor to the Brant home as "a charming noble-looking Indian girl dressed partly in native and partly in English costume". Another visitor said 'She would not disgrace the circles of European fashion, her face and person are fine and graceful, she speaks English correctly and with eloquence, she retains so much of her dress as to identify her with her people over whom she affects no superiority but seems pleased to preserve all the ties and duties of relationship.'

John Brant was also well known to the early settlers at Wellington Square. When the war of 1812 broke out, Captain John Brant, as Chief

of the Six Nations after his father's death took the field with his warriors. He fought with distinction at Queenston, Beaver Dams, Chippewa, Lundy's Lane and Fort Erie. In 1832 he was returned a member of the Provincial Parliament for the County of Haldimand. Many of his voters did not have a freehold qualification for county elections and his election was set aside when his opponent contested the result. This occurred just before an outbreak of cholera spread through the country. John, at that time only 38, fell a victim and died. Ironically, the fate of his opponent was the same.

Elizabeth Brant married William Johnson Kerr, her second cousin, who was the grandson of Molly Brant, Joseph's sister. Anna Jameson, describing men alighting from a coach in Oakville, in 1837, said: "One was introduced to me as Mr. Kerr, the possessor of large estates in the neighbourhood, partly acquired and partly inherited from his father-in-law Brant, the famous chief of the Six Nations. Kerr himself has Indian blood in his veins. His son, a fine boy, is the present acknowledged chief of the Six Nations, in his mother's right, the hereditary chieftainship being transmitted through the female though passing over her."

William Johnson Kerr took an active part in the life of the community. In the war of 1812, he was a commander at Queenston and Beaver Dams and rose to the rank of Lieut.-Colonel. In July, 1818, he was at York, a member of the executive committee of the convention called to effect land reforms. About 1819 he was elected a member of the Assembly for Lincoln, representing the settlers whose lot he was trying to improve. In the fall of 1828 he was found in charge of dredging operations for the Burlington Canal across the beach strip.

Kerr was described as a Wellington Square lawyer. He was interested in politics and his political leanings, while somewhat left of centre, were not so extreme as those of William Lyon Mackenzie. A story is told of an attack Mr. Kerr made on Mr. Mackenzie in Hamilton. After a tempestuous political meeting in March, 1832, Mackenzie set up a table outside the Court House and took signatures to a petition. He later retired for the night in a nearby hotel only to be awakened by Mr. Kerr who enticed him outside where he was beaten up by ruffians. Kerr later paid a fine for his adventure.

Elizabeth Brant Kerr and William Johnson Kerr are both buried in St. Luke's churchyard. They died the same day in 1845 in a boating accident. Nearby lies W. J. Simcoe Kerr, their son. John Brant was buried at what is now Brantford.

The burial of Joseph Brant took place at the Six Nations reserve on the Grand River and not in St. Luke's churchyard as traditionally told. At the time of the chief's death, St. Luke's was not in existence and its site was a part of the forest, a good distance from the Brant house. The story of Brant being carried by relays of Indians to the Grand River in 1850 likely originated at the time of his death when his wife and devoted followers wanted his grave to be where they were living. Mrs. Brant returned to the Grand River after her husband's passing and remained there until her death thirty years later. It is inconceivable that a chief of Brant's stature would have been interred in a lonely place in the bush, and not in an honoured grave close by his own people.

In volume II page 518 of Stone's *Life of Joseph Brant* there is reference that in 1816 Lieut. Francis Hall of the British Service, who travelled in the United States and Canada that year, visited the Mohawk village on the Grand River. Writing of Brant, Hall is quoted at the time as saying "His grave is to be seen under the walls of the Church."

In November, 1850, the editor and publisher of the Hamilton *Spectator*, Robert Smiley, was in Brantford to witness with a distinguished gathering the placing of the remains of Joseph and John Brant in the vault in which they lie today by the side of His Majesty's Chapel of the Mohawks. Smiley wrote a story of the occasion and in the lead he states, "The removal of the remains of the distinguished chief, Thayendanegea, and of his scarcely less illustrious son, from the frail and dilapidated graves, which they had inhabited, to a substantial and capacious stone vault in the churchyard of the Mohawks, was indeed a ceremony deserving the attention of the hundreds and thousands who took part in it." No mention at all of any trek from Burlington! This puts to rest the romanticism about Brant's body lying at Wellington Square from 1807 to 1850.

This, then, was the saga of Joseph Brant and his distinguished son and daughter. Today, Burlington is left with only a replica of his home, the graves of some of Brant's loved ones, and a few street names, "Brant", "John" and "Elizabeth" in memory of them.

Even the contours of his beloved beach have been changed with time and Brant's Pond on which his house fronted was reclaimed years ago. Yet gracing the property, is a modern and growing hospital which bears the name of Joseph Brant, fitting tribute by the modern age to Burlington's greatest freeholder.

4

Brant Park

Not too much is known about the Brant home in the years immediately following the chief's death in 1807. John Brant was only 13 when his father died and his sister Elizabeth younger still. By 1819 John and Elizabeth were living at the head of the lake when James Buchanan visited them and recounted this conversation: "Having enquired of the Princess (Elizabeth) about her mother, she told us she generally remained with her other sons and daughters who were living on the Grand River." John's contested election to the Assembly in 1832 was as a representative for Haldimand county which suggests that by then he, too, was at the Grand River. By this time his sister had married and was possibly using the homestead.

Certainly there is proof that in 1837 Elizabeth, her husband, William Johnson Kerr, and their children were living in the old mansion of her father. W. L. Stone, biographer of Joseph Brant, is the authority for such a statement, which discounts the possibility the family was living at Port Nelson as another writer indicated.

Elizabeth inherited land in 1832 from her brother John who left her in his will 'all my land situate in Wellington Square, at the head of Lake Ontario, adjoining Flamborough East and other lands'. When her mother died in 1837, Elizabeth fell heir to 700 more acres of land.

The Kerrs died in 1845 leaving four children, Walter, Joseph B., W. J. Simcoe and Catharine or Kate, all of whom shared equally in their parents' estate. Simcoe, born in 1837, became a Wellington Square lawyer like his father and shared his interest in politics. He was graduated from Osgoode Hall in 1862 and in 1867 was defeated in his bid for a Conservative seat in the Ontario legislature. He was the Master of Burlington Lodge A.F.&A.M. No. 165, in 1869 and again in 1871.

For some years it would seem that Kerrs were not living in the old house at the Beach, although it was still in possession of the family. George Thomson, light house keeper at the canal, mentions 'the bank (of the lake) on Mr. Kerr's property' and relates that he walked from the canal as far as 'Brant's farm yard'. Another time he speaks of a 'walk through Kerr's woods round by the stone road and down by the Square.' He also mentions walking back home on another occasion "by Kerr's lane." He notes on October 2, 1860, that "Mr. Henry, the new tenant on Kerr's farm, commenced plowing with three new plows on the forenoon of the 19th October." It is thus quite possible that the Brant house and farm were rented for a period around this time.

Mr. Thomson mentions many of his neighbours but not Simcoe Kerr until January 19, 1869, when he wrote in his diary "Mr. Simcoe Kerr commenced to sell off his household furniture." Then on December 17, 1869, Mr. Thomson wrote of 'Mr. Simcoe Kerr moving into his old homestead.' From this date until July 1875, when the two men had a 'civil growl', Mr. Thomson saw Mr. Kerr at least monthly, and sometimes more often, lending him books, calling at his home, meeting his friends and generally knowing him well. This suggests that the 'old homestead' unquestionably was the historic Brant home. Simcoe Kerr married in 1870, indicating he was setting up housekeeping in the family home just prior to his marriage. His wife was Kate Hunter, daughter of Dr. John W. Hunter of Hamilton. The couple had no children.

Simcoe Kerr died February 18, 1875. A year later his sister Kate who married John Osbourne of this area died. A newspaper headline read, "The Last Line" and went on to state that Kate was the "last connecting link between our times and the days of Brant."

The Brant home somewhere about this time was incorporated into the Brant House, a summer resort. Twenty acres of pleasure gardens, croquet lawns, a bowling green, bathing 'machines', ice cream parlours and a dancing hall were some of its attractions. In the 1877 Halton Atlas a large page is devoted to a detailed sketch of this building. The proprietor was J. Morris, late steward of the Hamilton Club.

This structure was probably built after Simcoe Kerr's death since diarist Thomson who walked through this section several times a week, did not ever mention it up to that time. A drawing of the "Brant House" was given to the town of Burlington by the town of Oakville and hangs in the lobby of the Public Administration Building.

From the late 1870's this area became a fashionable resort and it was during this period that places like the Ocean House at the beach were built. The three-story Brant House with its verandah along two sides, its many gables and its interior which was a series of individual motel like apartments, became a popular spot for vacationers.

Benjamin Eager, the lumber king, had bought a large tract of forest along what is now Maple Avenue. After removing the timber, he tried in 1874 to sell off "villa lots" north of the old outlet. He eventually acquired the Brant property and later it was sold to a contractor, A. B. Coleman. In the winter of 1899 Mr. Coleman commenced to promote the Hotel Brant, a commodious structure to be built adjacent to the Brant House.

BRANT HOTEL

Mr. Coleman's son is certain that the last load of bricks came across the ice of the bay by team from the brick yards at Kenilworth Avenue in Hamilton in April, 1902. The hotel opened on July 2nd.

The Hotel Brant would rival in comfort any resort of today. For its time it was very modern with such improvements as elevators, electric light, sanitary plumbing and heating by hot water and hot air. The dining room was one of the finest in Canada, covering an area of nearly 8,000 square feet and opening upon spacious verandahs. There was music during meals and for dancing. Rates were $2.50 per day and upwards.

At one time the maitre d', a native of Jamaica, with his coloured waiters, worked in Kingston, Jamaica, in the winter and Hotel Brant in the summer.

The old hotel registers contained names of notables who visited the hotel, such as William Jennings Bryan. The registers were lost in a fire at Indian Point.

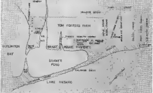
There is some confusion in the names of the Brant House and Brant Hotel. Burlingtonians began to call the hotel, the Brant House and this name became quite widely used. The older building, a series of attached apartments, was then known as the Annex.

Several cottages were erected to the south of the Annex and these were rented to summer visitors. Later they were winterized and rented all year long.

A. B. Coleman was a self educated Englishman who, as a boy, worked for 50¢ a day. He taught himself to make and read blueprints, to prepare estimates and understand the building business. He built a number of houses in Burlington, some of which still remain. At the age of 21 he owned a planing mill on Ontario Street, and later built a larger one which burned down in 1898.

After Mr. Coleman built the Brant Hotel he moved his family to Toronto where he engaged in construction work. He maintained an office in Toronto until his death and commuted three days a week. A. B. Coleman built Shea's Hippodrome, University of Toronto's Convocation Hall, three of the Toronto Exhibition buildings, Fort Erie Race Track, Brampton Home for the Aged and Westminster Hospital, London.

The Coleman family returned to Burlington June 4, 1909, just in time for a son, Brant to be born in the old Brant House. By this time A. B. Coleman was developing Indian Point on land he had purchased from the Johnstons. He had built a walk along the Foster fence line over to the point crossing the Big Gut inlet with a foot bridge. Then he built a road along the edge of Brant's Pond, with a small vehicle bridge. This was the first convenient access to Indian Point since previously



BRANT PARK (ABOUT 1915) AS RECALLED BY BRANT COLEMAN

Brant Inn
Burlington, Ont.

THE ORIGINAL BRANT INN—DESTROYED BY FIRE, 1925

vehicles had to go via Maple Avenue, Sand Road and down McMillan's Lane. The contours of the whole area are different today, with the filling in of Brant's Pond.

With a road to the point ready, Mr. Coleman built five very large cottages, four of them still standing. These he rented for the summer season at "pretty fancy prices" to people like the Melons and DuPonts.

In August, 1917, the Brant Hotel buildings and land were purchased by the Federal government and the hotel remodelled for use as a soldiers' hospital. The verandahs facing the lake were enclosed for wards. A residence for the nurses and a canteen for the men were built. A long ward was constructed to the south, connected to the main building by a corridor. The old Brant House Annex and "cottages" were occupied by hospital staff. In the 1930's the remaining veterans were transferred to Toronto and the Brant buildings demolished.

The Brant Hotel did not serve hard liquor and to satisfy his thirsty patrons Mr. Coleman bought a piece of land across the way and opened a Country Club, a male haunt, which after 1917 was closed and remodelled to become known as the Brant Inn, a quaint building with shingled outside walls, very warm and inviting. It was operated as a dance spot with rooms and dining facilities until 1925 when it was destroyed by fire.

Mr. Coleman reconstructed the Inn, first the annex to the east, then the main brick building which opened in 1927. Trestrail Bros., a Toronto music distributing company, were lessees until 1928 when the Brant Inn Ltd., of Hamilton purchased the property. When this company ran into difficulties, Mr. Coleman found himself once more the owner.

John Murray Anderson, Clifford Kendall and Cec Roberts of Roberts' Restaurant, Hamilton, began renting the Inn in September, 1934. By January, 1937, Messrs. Anderson and Kendall became sole tenants and at the time of A. B. Coleman's death bought the Brant Inn. They remodelled the premises and added the Lido Deck for dancing. In April, 1954, John Murray Anderson became the sole owner and remained so until his retirement in December 1964.

Over the years the biggest stars in "show biz" were featured at the Brant Inn. Sophie Tucker, Ella Fitzgerald, Liberace, Lena Horne, Mart Kenny, Eddie Duchin, Ben Bernie, Benny Goodman and Ted Lewis were some of the luminaries who played there.

It seemed the end of an era when John Murray Anderson, in 1964, bowed from the scene he had graced so well. New owners are carrying on, however, adapting the facilities to please a new generation of diners and dancers.

While the original Brant Annex was standing, a small boy and his mother were guests at the hotel. So impressed was the lad with the history of the area that in later years he decided a replica of Joseph Brant's home should be erected. By then he was Hon. T. B. McQuesten, Minister of Highways of Ontario. A horticulturist and student of history, Mr. McQuesten insisted the Brant Park area should be preserved.

The erection of this building was not without problems. It was in the depression years when historian Ronald Way and architect W. A. Somerville began work. The building was partially completed and remained empty until several Burlington residents, including William J. McCulloch and Mrs. W. A. Weaver, Regent of Thayendanegea chapter IODE prevailed upon the Hon. T. B. McQuesten during World War II to have the home finished.

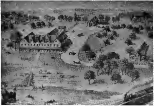
A heating plant was installed and the plank floors which had buckled because of dampness, were replaced. In the downstairs rooms, a few momentos of the Brant period were installed. Upstairs, rooms were assigned as living quarters for the curator, the late James Walmsley and his family.

On a rainy May 23, 1942, the Joseph Brant Museum was officially opened by Mr. McQuesten. In May, 1943, T. A. Blakelock, M.P. for Halton presented a flag on behalf of the Ontario government to the Thayendanegea chapter IODE, which held its meetings in the building.

In 1965 an arrangement was concluded whereby the Town of Burlington leased the building from Joseph Brant Memorial Hospital for

an indefinite period. This was the spark needed to revitalize the museum. Town council voted a working budget and Earl Hartley, formerly chairman of the museum board, appointed curator and a program of special displays was initiated.

With the erection to the south of the Ontario Provincial Police building and the Ontario Highways Department offices and with the eventual completion of the enlarged hospital, the former Brant lands will be in full use. The structures, one housing relics of the past, and the others providing services to meet today's demands, symbolize the emerging new Burlington.



THE BRANT HOUSE—1877

5

The Beach

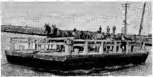
The beach strip named Long Beach by surveyor Augustus Jones in 1791, was described by Anna Jameson in 1837, as "that very remarkable tongue or slip of land which divides Burlington Bay from Lake Ontario." The sandstrip was formed many centuries ago by the action of the winds and the waves. Marsh plants and bulrushes grew up on the bay margin and eventually trees flourished. At first an Indian trail crossed the strip but as the white man settled Upper Canada, orchards and gardens were planted and a dirt track was built.

At the southern end of the beach Governor Simcoe built in 1794 the King's Head Inn, a large two-story frame house with two wings. It stood on the lake shore near Windermere cut off. War between Great Britain and America was thought inevitable and King's Head Inn essentially was a "depot for stores and provisions, as well as a rendezvous for the militia and such other troops as it might have been found expedient to have stationed on the line of communication between York and Detroit and Niagara." - - - Innkeeper Bates paid rent of $1 per annum. Lady Simcoe stayed at the Inn in 1795 and described the beach as a "park covered with large spreading oaks."

An old map indicated that by 1798 several families were established at the north end of the strip, and by 1813 settlement was progressing with the construction of homes and storehouses. A shallow passage connected lake and bay near what is now Station 28 but this outlet became filled with silt and was good only for use by boats at times of high water.

In 1817 residents of Barton township complained of the "want of a cut through the beach to Lake Ontario. This concerns the district and the upper part of the province materially in as much as a safe and commodious harbour would then be found in the heart of the country of much importance to the government in time of war."

Residents of Saltfleet in a similar report pointed out that a "canal might easily be cut through the long beach which separates Burlington Bay from Lake Ontario—the present outlet only admitting small boats and sometimes a canoe can scarcely pass." This inconvenience was borne



THE SCOW FERRY CROSSING THE CHANNEL BEFORE THE CANAL BRIDGE

out by a loyalist Thomas Horner, who in detailing his route from Albany to Oxford county in 1796 said they had to "draw their boats through a small outlet to the bay." The channel may have helped save British warships in 1813 but was of no advantage in the later development of the country.

In 1828, William Johnson Kerr, Joseph Brant's son-in-law, was in charge of dredging operations for a canal finally being cut through the beach, a canal which was completed in 1832. The location of this cut was south of the old channel and at the site of the present modern entrance to Hamilton Harbour.

The canal took many years to reach its present state. In 1826 the cut was much narrower and a small swinging bridge was erected by Nathan Goodall. The structure, light and strong, could be swung by one man and remained until the canal was enlarged and completed in 1832 and scows were used to ferry traffic across.

In 1838, according to the Department of Transport's List of Lights, a lighthouse was built at the south bank of the canal and a lighthouse keeper was hired. The light was kept burning during the navigation season for the guidance of the sailing vessels. This first lighthouse was made of the frame, unwisely as it turned out.

With the advent of the steam boats the lighthouse keeper was hard put to keep sparks from ships' stacks from igniting the building. Finally, on July 18, 1856, the winds showered sparks from the steamer Ranger onto the pier, setting fire to the lighthouse, the ferry house and the lightkeeper's two buildings, burning them to the ground.

A pier-end light had been installed by September, 1856 but it was not until June, 1858 that the first foundation stone was laid for the

new stone lighthouse which still may be seen today, although no longer in use, near the railway and traffic lift bridge. The Commissioner of Public Works reported in March 1859, "A permanent lighthouse of stone laid in hydraulic cement has been erected and completed in a creditable manner. In fitting up the lighting apparatus, it was adapted to the consumption of coal oil in order to test its merits for lighthouse purposes . . . so far it is found satisfactory. It gives a brilliant and steady light."

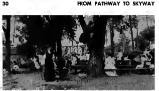
At first there was no bridge over the canal. Scows were used to transport vehicles, animals and people from one side to the other. Later scows had wheels around which ropes wound and unwound to pull them back and forth across the canal. There were wooden "fences" at the sides. The tale is told of a small girl who fell over and was pulled to safety by a gentleman who reached out his umbrella. In the rescue the man lost the umbrella. When the ferry docked at the north side of the canal, he marched the dripping child home and requested reimbursement for his lost property. Children were not the only passengers to get a wetting. Accounts tell of horses jumping overboard, "their masters having a serious job in saving them."

Bad storms would ground the scow and in early spring and late fall chunks of piled-up ice would make the crossing impossible. On December 31, 1863, a Mrs. Green and her family were turned back from crossing the canal. They tried every day until January 3, when the water froze solid enough for them to cross on foot. Once it took three-quarters of an hour for a team to get across the gap. Often teams would line up at Bawldry's tavern on the south side waiting their turn to cross.

During the winter the bay froze solid, as much as 22 inches thick and the shorter trip across the ice to Hamilton was made from early January to mid-March. Markers were sunk in the ice to mark the route around the mouth of the canal which did not stay frozen for long, probably due to the current. When it did freeze a "man rope" would be streached across by the lighthouse keeper to guide pedestrians. Paths across the bay to Hamilton were marked off by pine brush, the one from Brown's wharf at Aldershot being a well-travelled route. The winter season was much colder then, and on April 1, 1856, a horse and buggy crossed to the city. It wasn't until April 26 that year that the bay was clear of ice.

Accounts of loads ferried across in the scows (a large one and a small one at one period) record the rustic nature of the countryside in the mid-1800's. On April 15, 1862, 40 head of cattle were taken across and in June, 1874, when the district was more populous, 59 teams were ferried over in three hours.

In 1876, a large black iron bridge was swung over the canal to accommodate the Hamilton and Northwestern Railway, whose line crossed the beach. This railway put Hamilton in direct communication with



PICNICKERS AT THE BEACH

Collingwood and Barrie. Previous to this, beach residents wishing to take "the cars" into Hamilton had to go to the Great Western, later the Grand Trunk station at Burlington.

In 1897 the building of a radial electric railway line from Hamilton to Burlington was completed and a second bridge was built at the canal. It had wooden side-walks and scant space beside the tracks for vehicles. In 1922 a bascule bridge fabricated and erected by the Hamilton Bridge Works for the Department of Public Works of Canada, replaced the earlier structure.

The last scow used for ferrying people and vehicles had a useful existence after being discharged from active duty at the canal. Thomas Irwin whose summer home was at Station 26 bought it and had it towed to his property on the bayside where it made a fine wharf.

In early days the beach was a naturalist's delight. The silence was broken by the calls of loons, crows, night hawks and canaries. Gannets, eagles and plovers rested there and in March, 1861, a large flock of swans, 122 white ones and 12 black, was sighted. The beach waters abounded with fish and game birds. Hauls of a thousand or more herrings were common in the spring, selling at five shillings a hundred in 1854. Whitefish, bass and pike were plentiful, besides ducks and game birds. Early in the season, before the summer residents of the beach arrived, men from Wellington Square would come out to the beach to fish and shoot.

The beach pastoral era ended with the coming of the railway in 1876. Crowds from Hamilton and Dundas were visitors on languid summer days, especially week-ends and holidays. Wells' Tavern, the Sportsman's Arms, the Corey House, Dynes Hotel, Perry's Hotel,

Martin's Pleasure Gardens and the Baldry Hotel were some of the oases for the visitors and summer residents. With the beginning of steamer service it was pleasant to sail to the beach and escape the city's heat. Special excursions and moonlight cruises began in the 1870's.

Before the Muskoka and Haliburton districts became popular the beach attracted not only local people as summer residents but visitors from the United States. By the turn of the century it had become the fashionable resort for well-to-do Hamiltonians. Senator W. E. Sanford's wife built "Elsinore", a rest home for young mothers. The Royal Hamilton Yacht Club and the Ocean House with their ornamented frame facades were examples of society's favourite haunts. Landscaping was a challenge but earth was brought in to cover the sand in front of the homes to make lawns. Nasturtiums flourished in the sand and window boxes were popular.

Beach life centred around the entertainment "spots". On December 20, 1874, Baldry's hotel at the canal burned, the fire smouldering in its ashes for ten days according to a neighbour. On the same site the Ocean House built at a cost of $10,000 was ready to open by the following May. This three-storied resort faced the lake and boasted a dance hall, music salon, bowling alley, billiards parlor and boat livery. Across the road on the bay side the Royal Hamilton Yacht Club was built, its regattas sometimes drawing 20,000 people. Diversions such as band concerts, ball games, bazaars and garden parties took place mostly on the south side of the canal.

The radial line ran north close to the bay between the canal and Station 26, cutting across at this point to run parallel to the railroad, as far as the "Brant House hill" where it traversed Maple Avenue to "Ferguson's Curve" and down Elgin Street to the station on Brant Street. Buses today use the same beach "stations" as the electric radials did.

The first dwellings on the Burlington side of the canal were the Curtis, Parkins and Hedley homes. Magistrate G. F. Jelfs lived between station 22 and 24 on the lakeside of the highway. Alex Leitch had a home with three or four cottages which he rented at Station 24. Other well-known families who summered north of the canal were—McGarrity, Crader, Irwin, Quarry, Powis, Newberry, Patterson, Stewart, Bizzie, Beatty, Leckenby, Balfour, Judd, Mundle, Yeates, Hutton, Wilson, Christie, Stewart, Philip, Newbigging, Jones, Malcolm, McPhail, Riddell, Main, Lumsden, Loosley, Dodson, and Stutzel.

About the turn of the century William Smith had an icehouse at the rear of his home near Station 28 on the bay side. Ice cut from the bay was bought by the summer trade on a cash and carry basis. For years Billy Smith skated down the lake shore to Toronto and back. Bob Curtis owned a refreshment booth at Station 22 on the bay near the canal. Curtis was a drover and well known throughout Halton County

In 1908 cottages between the canal and Station 26 on the lakeshore had to be moved to the bay side to make room for a line of towers carrying electric power lines. Morris now Omaha Avenue, still has many of these homes.

Strolling along the boardwalk to the canal was a pleasant diversion before the automobile. Evenings brought the sound of music wafting over the water, and the bells of Hamilton and Burlington could be plainly heard at the beach. The perfume of the farm fields drifted across the bay in June and in August the aroma of Aldershot melons was borne on the breeze.

Gradually the old way of life changed. Fire destroyed many of the buildings, often in a spectacular way. When the Ocean House burned boys formed a bucket brigade to bring the water to the men. Witnesses told how mattresses were carefully carried from the second floor while panicky men were frantically leaning from the first floor windows tossing the china and glassware out.

The radial cars after 1897 and later the automobile helped to bring about a transformation of the bucolic surroundings. The dirt road had given way to a paved highway by 1925 and swarms of visitors converging on the beaches each week-end, put an end to the resort's exclusiveness. Family summer residences gradually were converted to permanent year round homes and the atmosphere no longer was the same. The "colony" disappeared for all time. The radial electric railway ceased operation in 1929 and the Hamilton Street Railway today operates the route across the Beach to Burlington.

The original survey of Saltfleet township made about 1788 did not include "Long Beach" as the sandstrip was called. This area was set aside as a military reserve but to some extent came under the jurisdiction of Saltfleet. Between 1840 and 1878 parcels of the beach had been acquired by settlers but early in this period much of the land was Crown Land and the residents a law unto themselves. The beach north of the canal was in Nelson township, Halton county, and south of the canal was in Saltfleet township, Wentworth county.

For many years the beach was administered by a Commission, but records of Nelson township and Wellington Square constantly refer to the sandstrip. Roads were the chief consideration.

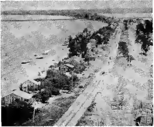
An unsuccessful attempt was made by the City of Hamilton to annex the beach in 1907. Magistrate George Fredrick Jelfs of Hamilton a summer resident helped beat the attempt.

The beach commission was dissolved by Act of the Legislature in 1956 and a part of the beach north of the canal was offered to Burlington. The town council under Mayor Ted Smith turned it down. All the lands south of the county line with some but not all of the beach strip lying within Burlington were annexed to Hamilton as of January 1, 1957.

Burlington continued to provide water to the area north of the canal as well as fire protection, and many children living there attended school in Burlington.

On May 25, 1964, the Ontario Municipal Board agreed that "the social welfare, education, religious and aesthetic habits of the residents should increasingly be bound up with those of Burlington". Annexation by Burlington of the north side of the Canal took effect January 1, 1965.

Another chapter may be added to the history of the Burlington section of the beach if the envisaged lake front park from the Brant Inn to the canal should materialize.



THE BEACH STRIP BEFORE THE HIGHWAY

6

A World of Ships

On the coat of arms of the town of Burlington is a three-masted square-rigged clipper ship. This vessel is indicative of the important part played by ships in the town's history. Indeed, ships made possible much of Wellington Square's prosperity in the mid-nineteenth century.

The first craft used for express in Upper Canada were canoes but not the kind one thinks of today. These were large boats which carried an average of three tons. The largest could transport as many as 60 men or 50 barrels of flour. From this simple start the design of Canadian ships gradually progressed to multi-masted schooners. The earlier clumsier batteaux were found useful to load and unload cagoes when there were no proper docking facilities for sailing ships and the schooners had to anchor in deep water.

It is difficult now to think of Burlington as a port. Places such as Port Credit, Oakville, and Bronte at the mouths of good-sized creeks, and Dundas at the head of a smaller lake, had natural sheltered harbours. Docks were built at Port Nelson and Wellington Square to serve the growing local need for transportation facilities, lack of sheltered harbour or no. The schooners didn't care; they would stop anywhere for a cargo.

At the foot of the Guelph Line was a sandy beach sloping gently into the water. Here the docks and warehouses of Port Nelson were built with two tall pines over 100 feet high serving as landmarks for sailors. About a mile-and-a-half along the shore, three docks at Wellington Square pointed out into the lake — Bunton's, Baxter's and Torrance's. Around the north shore of the bay a sentinal oak proclaimed Alex Brown's wharf at what was sometimes called Port Flamboro, and today is known as La Salle Park.

The first cargo to be shipped from the lake ports here was grain. The first settlers planted wheat in spaces between tree stumps and built up crops until there was a surplus. 'Wheat was almost the only cash crop the Upper Canadian could grow, the only means by which he could get his hands on a little money,' writes Prof. A. R. M. Lower, adding that by 1850 nearly 132 million bushels of wheat were being grown in Upper Canada. The Wellington Square area was one of the largest of the producers.

It must be remembered that this region was Canada's 'west' and at that time Sarnia and Windsor were the farthest western points of settlement with nothing beyond but the wide empty prairies, which had not yet proved they could become the breadbasket of Canada.

Between 1845 and 1865 wheat was the most important export of this area. At one time Port Nelson shipped more cargo than Hamilton. On busy days the Guelph Line from Fisher's Corners (now the Guelph Line and the Queen Elizabeth Way) to the docks was an unbroken line of carts hauled by horses or oxen, waiting to unload. The same congestion occurred on Brant Street. According to Smith's 1844 Canadian Gazetteer, exports from Wellington Square included 54,921 bushels of wheat.

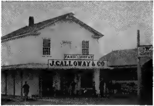
Two local farmers were proud of their records: one raising 200 bushels of wheat on seven acres in 1855. The other one raised 340 bushels on twelve acres in the same year. Farmers like these paid $4 to $5 per 100 bushels to have their grain threshed.

After reaching the lake the loads were dumped into bins and taken in little cars down small rails or tracks to the waiting vessels tied up at the dock. Every pound was scrupulously tallied to make sure the farmer got his due, and that the ship's captain was not short-changed. The docks were busy places and attracted small boys. In 1856 a young lad was suffocated in one of the Baxter wheat bins at the foot of Brant Street.

The manufacture of flour became an important local industry. A large steam flour mill was built in 1812 when James Gage laid out the townsite. In 1844, 10,922 barrels of flour were shipped from the 'Square'. Frequently 200 teams in a single day would deliver their wheat to the flour mill. This mill along with village lots yet unsold was purchased by Torrance and Co., of Montreal who conducted a prosperous grain business.

Schooners came and went from here and from Port Nelson. In the middle 1850's and early 1860's several ships a day, some from as far away as Chicago, called to unload wheat to be ground into flour. Wheat was not the only cargo; boat loads of empty flour barrels were delivered too. Occasionally, ships ran aground and on Sunday, November 30, 1856, crowds went from the Square to see the schooner *Ruby* aground on the beach with a load of flour. In November 1860 the schooner *Berlin* loaded with salt, drew the villagers to the lakeshore as she lay helpless. It took 17 days to unload and refloat her. In October, 1861, the schooner *Admiral* grounded north of the canal, and on October 31, 1863, the schooner *Peerless* hit the canal pier and sank in the channel.

The sight of these ships under sail coming in to the port of Wellington Square would be breath-taking today—it is understandable how, when listing and aground, they must have attracted sightseers of a hundred years ago.



AN EARLY GRAIN BROKER AT THE FOOT OF BRANT ST
(Overlooking the Lake)

With the importance of ships in the life of Wellington Square, the development of ship building became a thriving industry along with grain export and flour making. One of the early ship builders was an American, Willet Green Miller, born in 1808. Deserting the American cause, he was headed for Hamilton in 1824 when a storm wrecked his boat on the beach. He decided to stay here and apprenticed himself to a local shipbuilder. He grew prosperous and rose to a partnership in the firm which became known as Bante and Miller. He built numerous sailing ships and steamboats, one of which was the *Chief Justice Robinson* which boasted a protruding prow at the waterline for ramming the ice.

The *Highland Chief* built by Mr. Miller in 1834 sailed on Lake Erie. In the fall of 1834, a violent storm that tossed vessels up on to the front streets of Buffalo wrecked the *Highland Chief*. Another of the Miller ships, the *Sir Robert Peel*, was driven ashore at Wellington Square in a snow storm. The demands of the trade forced vessels to sail very late in the season. Miller built his last ship, a small one, the *Kate*, at Oakville in 1866.

Willet Miller and his partner Bante must have had some association through business interests with another pair of entrepreneurs, Smith and Chisholm. Hiram Smith, born about 1805, and Andrew Chisholm, bought land in 1833 at Wellington Square, for a store site. The partners had shares in several boats built during the 1830's Another Chisholm, William built sailing vessels here and owned the first ship that sailed through the Burlington canal in 1826.

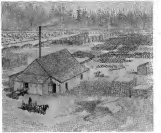
Some of the records of ships built here have been preserved In April, 1861, it was recorded, "April 4, the new vessel at the Square has put her foremast into the step, her main mast yesterday — April 20, can see the new vessel at the Square bending sails ... April 25, schooner *Charles Baxter* launched at the Square, a large number attended."

Although the industry declined, many ships were owned by villagers of Wellington Square and Port Nelson March 5, 1860 "Johnson exchanged a village lot in Port Nelson with a house for the schooner *Agnes*" (No mention of how big a house) In 1861, "Messrs Irwin and Douglass of Port Nelson bought the schooner *Lively* for $850" The Halton Atlas lists in 1877 three ships owned in Burlington, the *Mary Jane* owned by Captain Daniel Henderson, a vessel of 22,000 bushels capacity, 345 tons register, the *Azor* and the *Sweepstakes* each about 12,000 bushels capacity, 195 tons register, owned by John Waldie and William Bunton.

In 1868 on the Great Lakes there were 56 steamers 19 propeller craft and 64 tugs along with 266 sailing ships and 27 barges, double the amount of shipping as recorded for 1856

Lumbering was another of Wellington Square's early enterprises depending on water transportation Timber merchants had been established from the beginning of the 19th century in Quebec the shipbuilding centre of Canada From there lumbering spread inland Square timber was shipped to England to replace imports from the Baltic countries cut off during the Napoleonic War blockade Square timber was much in

THE PIER SHOWING NARROW GAUGE TRACKS



DOUGLASS SAW MILL—PORT NELSON

demand because it economized cargo space but it caused much harm. The outside portions of the trees were cut off in the forest, littering the ground. In no time clear creeks of Halton county were choked with saw dust, growing shallower until they no longer could support the varieties of fine fish that abounded when the country was first settled. Hardwood was much in demand, especially tall, straight red and white pines which were used for masts of the sailing ships.

Canadian lumbermen soon realized it was less wasteful to cut a tree into planks instead of throwing away all but the centre core. Soon lumber mills were doing a brisk business and by 1846 there were 17 sawmills in Nelson township. Sawn lumber was shipped to Britain, but by the mid-1860's the American market had been opened up. The economy of British North America became based largely on forest products. Places like Kilbride, Lowville, and Zimmerman prospered, located as they were amid seemingly inexhaustible forests on creeks powering the mills.

At Wellington Square Benjamin Eager was a successful lumber

merchant. By the late 1860's the sound of lumber being handled could be heard here and at Port Nelson. Just as the grain carts had lined up along the Guelph Line and Brant Street, so it was with the lumber wagons which formed a procession miles long to the lake front wharves.

Teaming wood gave many men work, the wood being brought over the uneven roads in the summer and over smooth ice in winter. On January 8, 1870, "Four teams with two saw logs each came over the ice on the north shore from Emery's to Eager's saw mill." Mr. Eager owned at least some of his own transportation as there is a record of his scow being damaged in the canal on December 5, 1870.

The lumber boom in the 1860's did not come any too soon. The Crimean War had created an inflated demand for grain and flour but at its end in 1856, a depression set in which was heightened by a poor harvest of 1857. Thanks to lumber, times improved somewhat and the economy was steady until the outbreak of the American civil war in 1861. Then again businessmen retrenched fearful of what war so close to home could do to this country.

At the beach in the spring of 1862, a battery of six guns was installed by a government which had not forgotten the naval engagement of 1813. Soon however, anxieties were calmed by orders for timber pouring in to Canada from the northern States. This was the start of the lumber "fever" in this district. Britain and now the United States gobbled up our forest output as fast as trees could be felled. At Wellington Square the flour and grain business continued, but now lumber was "king".

After 1853, the locomotives devoured enormous quantities of wood. Other consumers of wood were the steamships. Before the steamers, the schooners had been the grain and lumber carriers. In 1816 there were 60 schooners on Lake Ontario alone.

The first steamers were paddle wheelers. In the quiet of the 1860's, the sound of the paddles of an approaching steamer could be heard for an hour before it came to the Burlington canal. Many of the first steamers were converted schooners, some with the masts left on for use with sails in an emergency. They were used mostly for passenger and mail service. From 1846, steamboats to and from Hamilton usually stopped at Wellington Square.

An 1868 Detroit newspaper clipping announced, "Side wheel steamers have lost their former prestige . . . Propellers have been substituted . . . for the carrying trade they are the favourites." By the 1880's schooners were disappearing and steamers were the only watercraft competing with the railways for the freight business.

There wood devouring vessels had to be kept supplied with fuel. Alex Brown in East Flamboro built a wharf near today's site of La Salle Park, in the late 1840's, and contracted with the Ontario Navigating

Company of Toronto to provide its ships with cordwood. By the 1860's, Brown's wharf was the vessels' supply point with valuable timber from the slopes of the escarpment being taken aboard to satisfy the voracious appetites of the fleet.

The *Richelieu* and her sister ships, mighty consumers, provided lucrative employment for farmers and mill men in the winter months. In one season alone 5,000 cords were taken on by the steamers. The lumber wagons, drawn by great Clydesdales, came all the way fom Puslinch township near Guelph. Port Nelson was another important port of supply for wood to feed the furnaces of the lake carriers.

But the end had to come. Reforestation was unheard of and the lumbermen had simply denuded the country, chopping down every tree in sight. The early pioneers hated the sight of a tree and succeeding generations were happy to clear the forests and make money besides. Eventually, though, they were to realize how grievous the loss inflicted had been.

By the last decade of the 19th century the best timber was gone. The mills in the north of Nelson township converted to grinding grist and once more mixed farming became the district's main occupation. Wellington Square found itself no longer a humming hive of activity. The forests were gone and the far West had taken over as the granary of the Dominion. A few factories had sprung up but now the railways were their commercial carriers. Ships still plied their way to Hamilton but ports like Burlington and Port Nelson lacking harbours were unable to accommodate the larger vessels.

The great grain, lumber and shipping days were ended and a new life centring about market gardening and manufacturing and quiet suburban living became Burlington's lot.

7

County Government

Before there was any local community, the first lieutenant governor of Upper Canada, John Graves Simcoe, passed along the Beach and gazed on Lake Geneva. It may have reminded him of Yorkshire, England, and Bridlington Bay protected from the ocean by Smithnicks' Sand with Flamborough Head to the north.

On July 16, 1792, in a royal proclamation forming new divisions of Upper Canada, he designated the western riding of York as being "bounded on the south by Lake Geneva to be called Burlington Bay."

This name has been the cause of confusion for some historians. Bridlington or Burlington, whatever the derivation, Burlington it became—bay, beach, Indian encampment and small settlement at the north of the beach. As late as 1815, the area around the Brant home was still called Burlington in military reports on the Indians in the War of 1812. Joseph Brant's death in 1807 was documented as having taken place at Burlington. When the canal was dug it also took the name of Burlington.

What today is the north western entrance to Hamilton was known as Burlington "Heights" in the War of 1812. The land where it slopes down farther around the bay in the section now known as Aldershot was called Burlington 'Plains'. Writers in the early part of the 19th century sometimes did not distinguish between these localities, using the name "Burlington" in a general way, and leaving it up to readers to guess what they meant. The Burlington Board of Agriculture, formed in 1806, the Burlington Glass Works and the Burlington Hotel, popular in the mid 1800's were all in Hamilton. It appears that the name, Burlington, was used in the early days, interchangeably with Head of the Lake, for Hamilton.

Some of the confusion was cleared up with the naming of the community to the east of Joseph Brant's home 'Wellington Square'. In February 1810, a group of Niagara and West York petitioners described the settlement at the north end of the beach as having been parcelled out by Joseph Brant "into small irregular tracts and sold to individuals without any allowance or reserve for roads." Later the same year, James Gage began a more orderly settlement with the purchase from Catharine Brant and Augustus Jones, trustee under Brant's will, of 338½ acres described in Gage's deed as the northeast angle of "Brant's Military Tract." Thus Gage was the first "developer" of the town and in his time it became known as "Wellington Square".

Credit for choosing this name has often been given to Joseph Brant. That this was his recommendation is highly unlikely however, since the Duke of Wellington was still relatively unknown at the time of Brant's death in 1807. He did not win fame until the 1815 Battle of Waterloo and at the time of Brant's last trip to England in 1785 was only 16. It became the popular practice locally after the Napoleonic Wars to name places in this area after Britain's heroic leaders—hence Nelson Village, Wellington Square, Bronte, etc.

Government came to Upper Canada after the Revolutionary War in the United States. Those loyal to the British crown made this their home. At first they lived under martial law with no courts of law as we have today. On July 24, 1788, Lord Dorchester, governor-in-chief of British North America, issued a proclamation dividing Upper Canada into four districts with judges, justices of the peace, sheriffs, clerks, and coroners. These districts were Lunenburg, Mecklenburg, Hesse and Nassau, which included the site of the present town of Burlington, although there were no white settlers here then.

The Crown Survey Act of 1792 commenced the laying out of townships. Prior to this time ownership had been established by staking out a claim and homesteading it. By this Act, townships were to be laid out in advance of the new settlers coming to the district and were a means of registering title to property, not for government. Once the principle of townships was established, surveying had to go ahead and Augustus Jones, deputy chief land surveyor for the district of Nassau, began his work in earnest.

Jones, brother of Mary Gage of Stoney Creek, was a Welsh surveyor who came to Canada after the Revolution and settled at the south end of the Beach. Early records of this district are all based on the survey work done by Jones.

Surveying in those days was not the finely calculated science it is today. Robert Gourlay in his compilation of Upper Canada statistics recorded that "boundary lines in the wilderness are marked by blazing . . . their measuring chains cannot run very straight and their compass needles may be greatly diverted from the right direction by ferruginous substances . . . much dispute has arisen therefrom."

These disputes have come down "even unto the third and fourth generation," and to this day problems have arisen in the north Aldershot area when land has been changing hands. Early surveyors worked under the harshest conditions and did a remarkable job of charting the country, all things considered.

One of Augustus Jones' "bench marks" is X'd on the top of a large granite stone on the property of Paul Fisher on the Guelph Line. This stone was near the corner of the Guelph Line and the Queen Elizabeth Way and when the highway was built, Mr. Fisher salvaged the stone and had it moved to his front lawn.

Mr. Jones laid out Nelson township in one and one-quarter mile squares, 1,000 acres in each square with ten 100-acre farms in each. The base line, two and a half miles above Highway 5, is the boundary between the old and new surveys of Nelson. The new survey was planned on the principle that long narrow farms would need only a fraction as many roads. Abandoning the idea of square farms, the new ones were one and seven-eighths miles long but only seven-eighths of a mile wide. Nelson was set out as a township in 1806 (old survey), a year after Horatio Lord Nelson's victory and death off Cape Trafalgar, and in 1819 (new survey). Flamboro, part of which now lies in Burlington, originally was called Geneva township and was surveyed earlier than Nelson, becoming a township in 1799.

In 1792, a year after Upper and Lower Canada were designated, the population of Upper Canada had reached about 12,000 of which 10,000 were loyalists. The courts serving the four large districts were forced to deal with more and more problems, many of them purely local in nature. The extent of these districts is seen in the size of Nassau which stretched from the Trent River in the east to Long Point on Lake Erie. The Provincial Act of 1792 continued the large districts but called them Eastern, Midland, Western and Home (formerly Nassau). Each was governed by a Crown-appointed Governor. Nineteen counties were formed at this time as the basis of representation in the Legislative Assembly.

In 1798, at the second session of the second parliament of Upper Canada, eight large districts were designated with 23 counties and 158 townships. These counties each had a group of townships including any villages in the area. It was about this time that the township of Flamboro was divided into East and West, the two parts remaining in the Home district.

In 1816, the Gore district was formed, made up of land today in the counties of Halton and Wentworth. Halton and Lincoln at one time met and Wentworth was created by taking part of Halton and part of Lincoln and adding other townships. Gore was named after Lt. Governor Sir Francis Gore, and Halton after Major Mathew Halton, secretary to Gore. Halton County at this time contained the townships of Beverley, Dumfries, East and West Flamboro as well as its present townships of Nassagaweya, Esquesing, Trafalgar and Nelson in which lies part of the present town of Burlington. Gore was estimated to have 6 684 inhabitants in 1817.

The counties of Halton and Wentworth were reduced to their present size in 1832 but continued in a combination which included Brant County from 1851 to 1852. In 1852 Brant County broke away but Halton and Wentworth remained as one until the end of 1854.

The development of county government was a slow process. By the 1830's the growth of urban communities was becoming extensive and governing power was transferred to bodies called "Boards of Police", elected by male resident householders. These boards appointed town officers, made assessments, purchased real property for town purposes and legislated in other ways. More extensive powers were granted to cities and towns which were incorporated by special acts. The power was vested in a mayor and common council.

In 1841, the District Councils Act was passed which established local municipal authorities. Inhabitants in each district elected councillors and a Warden was appointed by the governor of the district who also decided on the clerk of the council from a list of three names submitted by the council. Later legislation provided that wardens, clerks, treasurers, and surveyors would be appointed by the councils themselves.

In 1849, Robert Baldwin introduced an Act to "provide by one general law for the erection of municipal corporations and the establishment of regulations of police in and for the several counties, cities, towns, townships, and villages in Upper Canada." This Act, called the Baldwin Act, abolished the districts, and the counties became territorial divisions of the province for municipal as well as judicial purposes, thus providing the foundation of the municipal government structure that exists today.

The county of Halton, 24 miles long and 15 miles wide, at the present time comprises seven municipalities, the townships of Esquesing, and Nassagaweya, and the towns of Milton, Oakville, Georgetown, Burlington, and Acton. County council is composed of the reeve and deputy reeve from each of the seven municipalities, 14 members in all. The warden or council chairman, is elected annually by council members from among their number.

Burlington chose to remain a town long after her size permitted her to become a city. The advisability of this course proved to be wise. The town is closely involved in the government of the county and keeps its hand on the spending pulse of council. County reforestation properties, the Emergency Measures (civil defence) Organization, agriculture, health unit, child welfare, operation of Halton Manor, home for the aged, administration of Halton County Museum, are areas in which Burlington shares with the rest of Halton. The County provides

adequate court facilities and maintains a county jail. All these services and institutions derive their funds from the municipalities.

Voting in county council is generally on the majority basis. In certain circumstances, however, a vote may be resolved by recorded vote with council members having voting power according to the population they represent. Burlington has a total of nine votes as compared with Nassagaweya which has only two.

Burlington has always taken its share of responsibility of administering the county as evidenced by the number of wardens who were residents of what is now Burlington: George Ghent, 1854; Robert Miller, 1855, 1857-61 and 1864-66; John Waldie, 1875-76; R. G. Baxter, 1886; P. D. Scott, 1890; W. G. Pettit, 1896; John C. Smith, 1901; James G. Wilson, 1903; M. C. Smith, 1910; John P. Griffin, 1912; Charles Readhead, 1917; E. A. Harris, 1922; W. A. Irving, 1923; E. M. Readhead, 1932; George Harris, 1934; L. Kerns, 1941; John Blair, 1942; Norman Craig, 1947; Mary Pettit, 1949; R. Shannon, 1955; Gordon Gallagher, 1964.

Of these men the popularity of Robert Miller as warden has never been equalled. Born near Belfast, Ireland, he was a Zimmerman farmer who went into manufacturing in 1839. In 1850 he again took up farming and evinced a keen interest in local affairs. In 1867 he became clerk of the Sixth Division Court of the county as well as clerk and treasurer of Nelson township. He moved to Nelson Village to take up these duties and later settled in Burlington when he was made Collector of the Port in 1874.

8

Politics – Federal and Provincial

Government at the provincial level, although it did not touch too intimately the individual lives of residents of the village of Wellington Square and the township of Nelson, materially shaped the affairs of the community at large. This was especially true of the laws enacted by Governor Simcoe in his first parliament of Upper Canada.

In 1793 during the second session of that first parliament, an Act was passed to legalize many of the early marriages which had been performed by officers, and even army surgeons. The new Act also provided that if there were no ministers of the Church of England within 18 miles, one could be married by a Justice of the Peace who was to put up a notice in a public place prior to the marriage. If a minister did live within 18 miles and a justice of the peace officiated, the marriage was null and void. In 1798, the Act was extended to Church of Scotland, Lutheran, and Calvinist ministers provided one of the couple was a member of the church for six months before marriage. By 1831 ministers of other denominations were allowed to perform marriages.

In 1817, there were no churches or ministers in Wellington Square and only one Methodist minister in the whole of Nelson. East Flamboro was just as badly off with no ministers or churches. This situation improved gradually and by 1846 Rev. T. Greene was minister of the Church of England here (St. Luke's) and Rev. William King was a minister of the Church of Scotland in Nelson township. A free church (Presbyterian) was also listed at Wellington Square but no minister, leading to the conclusion that this church was served by a Hamilton pastor.

Thus until St. Luke's was founded in 1834 the people of this region had to travel long distances to the nearest preacher or wait until he visited them. But at least their marriages were legal after the passage of the provincial legislation of 1793, and succeeding years.

The founding of militia was another important piece of legislation passed by the provincial government. At the same second session of the first legislature of 1793 the first Militia Act was passed. All males in the province between the ages of 15 and 50 (extended to 60 in 1794) had to bear arms. They were to have training of sorts and were to muster once a year, the date set in 1804 as June 4, the birthday of the reigning monarch George III. This muster also served as a census taking and at first the district of Nassau contributed 600 men to the militia.

The first militia organization in Nelson township was the 2nd Regiment York Militia organized in 1798. George Chisholm who settled on the north shore of Burlington Bay in 1794 was one of the officers. Another was Richard Cockerell, a tutor of John Brant. The same William Bates who had charge of the King's Head Inn in 1800 was another. Surveyor Augustus Jones belonged to the 1st Regiment of the west riding of Lincoln in 1804. By 1821 there were two regiments of Gore militia, many of the officers of which had served in the war of 1812. By 1824 there were four regiments, by 1831 five.

In 1838 judging by the number who had enlisted, patriotism was running high because of the Mackenzie rebellion. Members of the 8th Gore regiment, Nelson township came from many of the original families who settled the district. Some were Major Hiram Smith, Colonel George Chisholm, Lt.-Col. Wm. McKay. Captains were A. W. K. Chisholm, T. Cooper, James Wilson, W. O'Reilley, John Wettenhall, Joshua Ireland, John Lucas, John McGregor, J. F. Bastedo and J. A. Chisholm. Lieutenants were Andrew Pettit, David Bastedo, J. S. McCallum, Wm. O'Reilly, A. G. McKay, Wm. Earls, W. Spence, James Langtry, Jacob Bastedo and James Panton.

In 1846, the limits of the Gore militia were changed into the regimental divisions of Wentworth and Halton, which were divided into township battalions.

The provincial government passed other significant laws at the second session in 1795. Slaves were no longer to be bought and sold but could be retained if already owned. Children of slaves were to be free at 25 years of age and, to close up a possible loophole in the Act, their names were to be registered not later than three months after birth. This Act did not greatly affect the area around here as there were few slave owners. Chief Joseph Brant was one. The Act did, however, make Upper Canada a haven for runaway slaves, some of whom came to Halton County to make their future homes.

There were no lawyers in the new province, but by 1794 with so many new laws being passed it was necessary to appoint lawyers. A provincial law of that year provided for the appointment of 16 men to be licensed to practise law. The first legal documents were all hand written and some of the signatures were mere "X"s indicating the inability to write. In lieu of seals, small bits of paper about ½ inch square, sometimes torn from the corner of the document, were pasted to the document beside each signature with sealing wax. One of the early documents was an indenture between Honorable Peter Russell of

York and John Fonger of Ancaster when the latter purchased land in the part of East Flamboro which was later called Aldershot. Gordon Gallagher, whose family later bought the land, retains a copy of the original deed to the next transaction of this property dated Jan. 1, 1817. It is interesting to note that all the Fonger men could sign their names on the documents but only one of the four women could do so.

From 1792 to 1841, Upper and Lower Canada were each governed separately and the elected representatives of this area sat in the Legislative Assembly at Toronto. Since there was no united Canada there was no need for two sets of elections, federal and provincial, such as we have now. Early representatives of this district included the names of John Wettenhall and Caleb Hopkins. Mr. Hopkins and his two brothers all settled in Nelson, Caleb buying land on what is now the No. 5 Highway just east of the Guelph Line. He became a leading citizen and a Liberal member of the Assembly.

Political turmoil must have been at its height in Nelson township toward the end of the 1830's. This was the time of the Mackenzie rebellion. William Lyon Mackenzie was a Scottish journalist who advocated popular government. He was elected to the Upper Canada Assembly in 1828 and became the first Mayor of the City of Toronto in 1834. In attacking the government by tongue and pen he became fanatical and eventually turned to violence. He robbed the Western Mail coach and took the cash of the passengers. According to a Tory account, one woman was robbed "of her all" meaning a suitcase. This gave rise to the ridiculous story that Mackenzie fled the country in female clothing.

In December, 1837, armed rebellion broke out at Montgomery's Tavern outside of Toronto. Mackenzie, defeated, with a price on his head fled along Dundas Street with young Allan Wilcox. They stopped near Streetsville where they were driven in a wagon westward toward the Sixteen Mile Creek. When they found the bridge over the creek guarded by troops they quickly left the wagon and hid in the woods. Stripping off their clothes they waded across the icy water which was up to their necks. "In an hour and a half we were under the hospitable roof of one of the innumerable agricultural friends I could then count on in the country", Mackenzie recalled.

Mackenzie does not name this Nelson farmer who gave them dry clothes but said, "The sons and daughters of the Nelson farmer kept a silent watch outside in the cold while I and my companion slept." They took only a short rest and continued on, crossing the Twelve Mile Creek about midnight.

They passed by Wellington Square, and just before dawn reached the home of a magistrate known to Mackenzie.

Ashael Davis warned him that his house had been searched twice by the troops, perhaps because, just awhile before, he had sheltered Dr.

John Rolph, a Mackenzie supporter who was also fleeing with a price on his head. When the two refugees learned that large forces were looking for them, they decided to split up and Wilcox was left at the home of a friend of Mackenzie.

At daybreak it began to snow and to avoid leaving tracks for his pursuers to follow, Mackenzie called at the home of another Nelson farmer. Instead of hiding in the barn he hid in a tiny thatched peas rick where he watched soldiers search all the buildings around. When they had gone, the farmer brought Mackenzie food, and water to wash in. When darkness fell, a young lad led him to the home of a friend named King whose farm was next to the Tory headquarters of John Chisholm's troops. The boy worked at Chisholm's but did not betray the rebel.

King fed Mackenzie and led him to the home of a friend who gave him a horse. Mackenzie reached Dundas that night and escaped to Navy Island in the Niagara River and later to the United States.

It would appear that most of the leading citizens of this area were decidedly for or against the fiery Scot. Many men enlisted in 1837 and fought on the side of the Tory government. Few actually shouldered arms on Mackenzie's behalf, e.g. Peter Fisher, a supporter, "stayed home" that fateful summer of 1837 and built "Shady Cottage" at 801 Guelph Line. Mackenzie's Nelson sympathizers were legion, though, and if he was helped in his flight from Montgomery's Tavern by every farmer whose decendants claim he was, then he must have been a long time escaping from this region. Several years after the rebellion Mackenzie described his flight and his account (which was used here) must be taken as the true story, if his memory did not fail him. He did not, however, mention by name all the Nelson farmers who helped him, which leaves each of today's "Mackenzie hid here" contenders equally justified in their claims.

In 1841, the two provinces of Upper and Lower Canada were united with one legislature, an elected Assembly with 42 representatives from both Upper and Lower Canada, and an upper house of not fewer than 20 Crown appointed members. This combination of Upper and Lower provinces was called Canada until in 1867 it was finally enlarged to include the whole of the Dominion.

There appear to be no further successes for Nelson or Burlington candidates in elections in Halton for some time after Caleb Hopkins' day. The next candidate to run for office from this area was W. J. Simcoe Kerr, Joseph Brant's urbane grandson. He contested the first provincial election after confederation in 1867 as a Conservative but was beaten by William Barber, Reformer from Streetsville.

Barber subsequently gave too much support to Premier Sandfield MacDonald's Conservative government, for the Halton Reform Association's liking and they withdrew their support. He later ran as an Inde-

pendent Reformer and defeated the Reform candidate in the election of 1871.

From 1867 on there were federal and provincial elections in Halton, most of them hotly contested. In January, 1874 John White, M.P. and Reform candidate in the upcoming election, actually attended his opponent, D. B. Chisholm's meetings and commented thus on each: "Very rowdy meeting, large turnout Oakville toughs; meeting closed decidedly in my favour; numerous questions asked Mr. Chisholm very evasively answered." The most amazing Chisholm meeting must have been the one where White said he "spoke two hours and demolished Chisholm." Demolished or not, Chisholm won the election by 25 votes. The Burlington vote went 50 to White and 51 to Chisholm, which can hardly be fairer.

This election was later contested—Chisholm was unseated. It was just one of many contested elections. The provincial election of 1875 won by the Reformers was protested by the Conservatives and a cross-petition was then entered by the Reformers. The election of a Conservative in 1883 was protested on the grounds of undue influence. The Conservative winner of the federal election of 1886 was unseated for bribery. He was described by his opponent as "a very decent man but not worth a crack of the thumb in politics." A protest of the provincial election of 1898 succeeded again in having the Halton seat declared vacant.

Elections were fine fodder for newspapers. One journalistic utterance which was impartially pasted in the Reform Association minute book described a post-election parley, "On the night of the 17th (election night) after the result was known, Mr. McCraney (winning Reformer) addressed a number of his devotees in the back yard between the Wallace House and the stables adjoining the hotel. We don't know what constituted the platform on the occasion but to be consistent with the surroundings of the situation we should infer it was a dunghill." The fact that their man had won probably made the Reformers magnanimous enough not to sue for slander!

In the provincial election of 1883, a Conservative, William Kerns of Burlington was elected. His grandfather had settled in Halton county early in the 19th century. He was a partner in a Burlington general store with John Waldie for twenty years. The political affiliations of the partners may have had some bearing on the eventual termination of their business relations.

In the federal election of August 22, 1888, Reformer John Waldie, of Burlington, won over Conservative David Henderson by 24 votes. As Reeve of Wellington Square in 1873, Waldie had been instrumental in having the village incorporated and its name changed to Burlington.

HUGHES CLEAVER

JOHN WALDIE

In March 1891, with Henderson and Waldie once more rival candidates it was Henderson over his opponent by 104 votes, but he didn't have long in the House of Commons since by December, 1891, he was unseated 'for corrupt practices.' The Reformers again called upon Waldie but he had had enough, apparently, and declined the nomination Strange as it may seem in the election of 1896, again the candidates were John Waldie and David Henderson Waldie lost by 84 votes Denunciations for alleged 'corrupt practices' and "bribery" were not as serious as they sounded. Henderson was well regarded and continued in politics for many years

Until 1875, votes were cast orally as "the only bold, straight forward manly way" of voting Vote by ballot was first used in an Ontario by election in 1874, and in the federal election of 1878 In a rural community it presented new problems In the provincial election of 1902, John Barber, of Georgetown defeated the Conservative, Dr Nixon after two recounts were made Spoiled ballots were the cause of appeal and at least one ballot was rejected because it was stained with tobacco juice!

By 1917, women had quietly entered the federal and provincial political scene, after being given the municipal franchise back in 1884 Possibly all along behind the 'bold straightforward manly' voting there had been some female influence At any rate Halton Reformers welcomed the ladies and it was recorded that in Milton June 15, 1917, 'one of the best conventions ever held took place, there being over 200 women present" Individual female politicians, however, were not necessarily always accepted with open arms In looking over a list of possible cam paign speakers in September 1926, it was thought inadvisable to have Miss Agnes McPhail speak here, after reading some of her utterances at other points'.

In the 1917 elections E. H. Cleaver, a Burlington lawyer, was Liberal candidate. Mr. Cleaver's platform was, "Canada for Canadians". Unfortunately for the town's political prestige, Mr. Cleaver was defeated and the United Farmers of Ontario were swept into power. E. H. Cleaver's defeat at the polls was later avenged by his son, Hughes, also a Liberal, who was elected in 1935 as the federal representative for Halton. Mr. Cleaver set a record for the riding by being elected again in 1940, 1945 and 1949. Mr. Cleaver was member of parliament until 1953, when his law practice demanded his full attention. While on Parliament Hill, he was chairman for a decade of the Banking and Commerce committee, the major parliamentary committee. He was also chairman of the War Expenditures Committee in the final two years of World War II and was chairman of the Government-owned railroad and T.C.A. committee. A Conservative, Miss Sybil Bennett succeeded him at Ottawa.

In 1959, Owen F. Mullin, Liberal, ran against Stan Hall, Conservative, for the Halton provincial seat and was defeated. Before the next election Mr. Hall died and George Kerr filled the vacant seat. In the 1963 fall elections Kerr defeated Owen Mullin by a comfortable majority.

The upcoming redistribution of seats for both the provincial and federal governments may witness more men and women of political awareness coming forward in Burlington to stand for public office.

9

Nelson Township Council

The village of Wellington Square, known as Burlington after 1873, for many years was governed as a part of Nelson township. It was considered, however, sufficiently a community to make report on November 21, 1817, to Robert Gourlay, a Scottish immigrant collecting data on the townships of Upper Canada. John Brant, Augustus Bates, Ashael Davis, Thomas Ghent, Nicholas Kerns and Ralph and James Morden, addressed Mr. Gourlay as "inhabitants of Wellington Square, being settlers on a tract of land granted to the late Captain Brant for his military services, and also being a part of the township of Nelson".

This dual nature of Wellington Square's existence, both as a community itself and as a part of Nelson, is seen in the township council on which Wellington Square was represented. For many years township by-laws and decisions governed 'the Square' as well as the rest of the area and a picture of the life in the village is reflected in the deliberations of the council.

Records of the first meetings in the township indicate they were public gatherings with "freeholders, householders and inhabitants" in attendance. On January 4, 1836, at the inn of William Chisholm, Caleb Hopkins was appointed chairman, William McCay township clerk, a position he held for many years, and Peter Fisher, Francis Hamburg and James Cleaver, commissioners. It was decided that horned cattle, sheep and swine over 40 pounds weight could run loose, but horses, bulls, rams and boars, mercifully, had to be confined.

Successive meetings were held at John Mayhew's inn, John Peer's inn and for several years at Richard Hull's and Bright Naisbitt's inns.

The 1838 meeting elected commissioners George Dice, Joseph Ireland and Thomas Alton and elicited declarations of all overseers of highways that they would faithfully perform their duties.

On January 7, 1839, wardens were mentioned for the first time—Joseph Ireland, Peter Fisher and Thomas Atkinson. No commissioners were listed. By-laws were not yet being passed, merely resolutions which had to be confirmed each year. Joseph Brant's son-in-law, William J. Kerr, chaired the 1841 meeting, and the next year district councillors were mentioned—Caleb Hopkins, John Miller, as well as town wardens,

George Ghent, Peter Simmerman and Peter Fisher. School commissioners appointed that year were: Peter Fisher, Rev. Thomas Greene, Rev. William King, Rev. Anson Green, John Kinney, David McLeod and Thomas Douglas.

By 1843, with William Kerr still chairman, the livestock regulations were being tightened. Previously animals were not to run at large within ¼ mile of St. Ann's or Hannahsville and now Wellington Square could expect to see no more horses, horned cattle or hogs at large during the winter. Wardens that year were James Gage, John Wetenhall and David Pitcher.

In 1845, James Cleaver and Hiram Smith sought the councillorship title with the latter winning. In 1847 John Miller was elected a member of the municipal council "by show of hands and no opposition". It appeared that township government was unexacting until 1850 with only yearly public meetings recorded.

In 1850 the leather bound minute book reveals "according to the provisions of the Act (Baldwin Act) which provides for the establishment of township municipal councils and this, the Township of Nelson having been divided into five rural wards, the following persons were returned as duly elected councillors: Robert Douglas, Timothy Cooper, Andrew Gage, Titus G. Cummins and John Kinney. The first Reeve chosen was Andrew Gage and his deputy was Robert Douglas. Assessors were George Crooks, William Panton, founder of Kilbride, and Robert Miller. Collectors were: Vickers Peart and Walter O'Reilley.

From this time on, parliamentary procedures were followed with motions, committees of the whole, council meetings, by-laws and amendments to amendments. As the township was becoming more populated, so its government became more complicated.

The first by-law of Nelson was passed in 1850. "Every dog to be assessed at 50¢ but every farmer can keep one dog free." Township records in succeeding years show that man's best friend was a considerable item in the township's annual expenditure. In 1871 William Cartwright — proved under oath the loss of one sheep by dogs — value $10. In February 1888, $11.33 was paid to J. Fothergill for two sheep killed by dogs and $10 to T. Blanchard and John Fothergill for the loss of one ram. The date, farmer's name, number of sheep killed and amount awarded to each was listed annually, totalling $96.10 for the year 1897, paid to 11 farmers — and many years were worse than this one.

Nor were dogs the only offenders in Nelson. A by-law was passed in 1885 to prevent swine and geese from running at large in any village of the township. By 1888 a by-law became necessary for restraining cattle, horses, sheep and poultry.

Nelson's second by-law, also passed in 1850, provided a tax on showmen. It stated that "No person or persons shall be allowed to exhibit, practice or perform within this municipality any wax figures, wild animals, puppet shows, wire dancing, circus riding, or any idle act or feat which common showmen, circus riders or mountebanks or jugglers usually exhibit, practice or perform' without paying a tax on each performance.

The circus and showmen were one of the few forms of commercial amusement in the days before radio, television and wide variety of entertainment which may be enjoyed today. These travelling performers who usually set up their tents near well known taverns were eagerly awaited. One of the first to visit these parts must have been the Grand Caravan of Living Animals which stopped at Summer's Inn, Nelson, on July 19, 1828. For 25¢, children half-price, one could see "a lion, lioness, tiger, jaguar, camel, leopard, catamount, ichneuman, jackal, black and gray wolves, llama, baboon, monkeys, ape and band of music." The impresario of the Grand Caravan neglected to add that some of the menagerie were stuffed.

Early council meetings had been held at local inns but the time came when a permanent structure was needed. In April, 1855, Stephen Atkinson offered a site and the sum of $80.00 to aid in the construction of a building. In due time the Nelson Township Hall was erected.

Roads were probably the commonest item on the township council's agenda. In lieu of a works' department, the upkeep of roads fell to the citizens themselves. Statute labour was the order of the day and pathmasters and fenceviewers had to be appointed regularly to see that the roads were kept navigable. New roads had to be opened and little used ones closed. The location of bridges and culverts had to be decided and sometimes council would meet "on location" to view the site of a proposed road alteration.

Next to roads, the subject most under discussion was taverns and "spirituous liquors." Robert Gourlay reported that before 1821 "dissipation with her fascinating train of expenses and vices had made but little progress on the shores of the lakes." By the 1830's however, liquor, often of a poor quality, was consumed at every gathering and the number of taverns was out of all proportion to the population. For instance, in 1846 in Wellington Square with 400 inhabitants, there were four taverns but only two churches. There were 10,000 members of temperance societies in Upper Canada by 1832 and, while the first ones only sought to stem the flow of liquor, later groups tried to stop it altogether.

Nelson township council took the former attitude and passed by-laws to regulate drinking places and liquor sales. By-law 110, passed in 1860, was one in a series of liquor laws. It stated that the number of houses of public entertainment in which spirituous or fermented liquor could be sold by retail was not to exceed 14, provided that not more than 4 of such houses (excluding the railway station) were in the village of Wellington Square, nor more than two in Port Nelson, three in Lowville, one at Cumminsville, one in Nelson village, one at Nelson Rocks, one at St Ann's (later called Tansley) and one at the Middle Road.

At the first meeting of council each year one or more inspectors were to be appointed to inspect all houses of public entertainment and shops within the municipality and grant licenses to those entitled to receive them. Their salaries were $1.50 for each day of inspection, not to exceed 10 days unless ordered by council.

Any person applying for a retail liquor license had to "have a fair character for sobriety and general good conduct". A license for a house of public entertainment cost $30.00, for every shop license $60.00 and for a Temperance House it was only $2. Storekeepers and grocers were among those who could apply to sell wine, brandy and other spirituous liquors in quantities not less than one quart not to be drunk on the premises.

Inns or Temperance Houses had to be in a good state of repair with at least a dining and sitting room and four good clean beds in separate apartments over and above those occupied by the family and resident boarders, and there had to be at a convenient distance, a barn and stable well secured for the keeping of horses, cattle, carriages, wagons, sleighs, etc., with good stabling for at least eight horses with both the house and premises well supplied with pure wholesome water. "No tippling shall be allowed in any such house and it shall not be lawful for the keeper of any house to have on any part of the premises any faro table, roulette table or any device for gambling."

Landlords were forbidden to sell or give liquors to any Indian, man, woman or child, nor to any child, apprentice or servant without the consent of a parent or master or legal protector, nor to any person known to be a habitual drunkard.

This by law became effective April 1860 and in December, Inspector Hugh Cotter of Port Nelson, reported to council, "I have endeavoured to do my duty without favour to any, 13 persons received from me certificates to keep houses of public entertainment and sell spirituous liquors viz J. H. Baynes, Port Nelson, E. De Garmo, R. W. Bates, James Taylor, Wellington Square, Thomas Graham, railroad station, Robert Thompson, Cumminsville, C. Langford, Nelson Rocks, John Naishit, Thomas Davidson, Guelph Line, H. McDade, Lowville, Thomas Heyden, Nelson, William Bunton, St. Ann's, Thomas Simons, Middle Road.

The following persons received certificates to keep Temperance Houses: James Irving, Port Nelson and William Zimmerman, Middleton.

"Much has been done," said the Inspector, "by your honourable body to reduce the amount of misery and crime arising from the too free use of liquor, yet your Inspector finds much more remains to be done, which would condone to the welfare of our township — and that is a prohibitory Liquor Law altogether and believing that it is the duty of all township and county councils to move and exterminate forever from our land the worst of foes (spirituous liquors) when sold by retail ... it would greatly improve the morals of the people and many an unhappy home would be otherwise comfortable."

In 1861 two petitions were read, one praying that no license be granted for an inn at Kilbride and the other, that the number of inns on the Guelph Line be lessened. Similar other petitions were presented by other councillors asking that the number of taverns be limited. It is noted, however, on examining names on the petitions, that the same names appeared on petitions to limit taverns as also appeared on petitions of certain innkeepers applying for licenses! Council decided that there were enough inhabitants in the township to warrant nearly double the number of taverns instead of fewer. They therefore resolved that when a tavern keeper presented to council proper references of respectable municipal rate-payers, then that person should be considered "a sober, moral man and if the tavern is required, we do not see that this council can refuse such license."

The result of it all was that council concluded by granting ten licenses at that meeting. This whole rigmarole seemed to have gone on each time licenses were up for renewal.

In 1864 Nelson council found that plans had to be prepared of any unincorporated villages where the original owners of the land comprising the village "have not jointly laid out and surveyed the same ... and whereas the village of Wellington Square ... has been surveyed and laid out by three different parties, each having a separate survey." Since it was necessary that one complete plan of the village be made and deposited in the registry office, the ratepayers were assessed to pay the expense.

Of even more significance than the registering of Wellington Square's plan was the by-law passed September 9, 1873, by the Halton County Council. This was to officially incorporate the village of Burlington. Wellington Square had come of age and was ready to change its name, have its official council and make its own laws. After 1873, although some members of Nelson township council may have resided in Burlington, the village no longer was governed by the township council.

The first Reeves of Nelson township were: Andrew Gage, 1850; John Miller, 1851; George Ghent, 1852-54; Robert Miller, 1855-67; W. J. Simcoe Kerr, 1868-71; John Waldie, 1872-73.

From 1873, reeves of Nelson did not directly represent the governing body of Burlington. These men, however, were resident of an area which is now a part of Burlington and their names should be remembered: Henry Foster, 1874-79; George McKerlie, 1880-82; V. H. Peart, 1883-84; Edwin Dalton, 1885-86; P. D. Scott, 1887-90; W. G. Pettit, 1891-96; A. P. Alton, 1897-1900; J. F. Richardson, 1901-03; A. Dudley Alton,

1904-07, W G Pettit 1908, J P Griffin, 1909-12, Charles Readhead, 1913-18, W A Irving, 1919-23 H T Foster, 1924-27, H M Pettit, 1928-30 E M Readhead, 1931-33 George W Thorpe, 1934-36 John McNiven 1937-39, Leslie Kerns, 1940-42, William J Robertson 1943-45, Mary S Pettit 1946-49, John McNiven, 1950, George Thorpe, 1951, Charles Palmer, 1952, Russell Smale, 1953, George Brenhaltz, 1954, Harold Adkins, 1955-57.

These reeves not only headed up the township council, but sat on the county council as well, the same as all the reeves of the village, and later the town of Burlington For the period from 1873 to 1914, there were reeves leading the councils of both Nelson Township and the village of Burlington After 1914 the Burlington reeve was second in importance to the Mayor

10

Local Autonomy

It was not until 1873 after incorporation as a village and the name change from Wellington Square to Burlington that decisions of the village council became legal in regulating community affairs

Halton county bylaw 76 read, 'Whereas the census returns of Wellington Square with its immediate neighbourhood contains over 750 inhabitants whose residences are sufficiently near to form an incorporated village And whereas a petition was signed by more than one hundred residents, freeholders and householders of the said village and neighbourhood', the area was 'erected into an incorporated village apart from the township of Nelson by the name of Burlington

The boundaries commenced 'at the waters of Lake Ontario on the line between the lands of the heirs of the late Captain Joseph Brant and the lands of the late Augustus Bates thence northwesterly along the lands owned by the Great Western Railway to the Hamilton and Nelson Road This is now part of the Queen Elizabeth Way The boundary on the southeast was the Guelph Line, down to the lake and back to the start The town contained about 500 acres then, a contrast to the nearly 54,000 acres within the present municipal limits

The first Burlington election was held in the Temperance Hall on Elizabeth Street The first council was composed of John Waldie Reeve, and Benjamin Eager James Allen, George Murison and Charles Hales, councillors Mr Hales was succeeded by James Cotter Villagers voted annually to elect a reeve and council and election fever reached a pitch whenever something contentious had to be decided New Year's Day was Election Day for many years

In 1900 when 390 villagers voted, what was the total cost of holding the election? $20 13 In 1965 election costs were $14,662 66

On June 1, 1911 a bylaw was passed providing the village with three wards in place of the two it had had since 1886 Voters were divided according to the initials of their surnames The ward system was not based on locality as it is today

The Temperance Hall became the Town Hall and there Council debated the affairs of the village with as much solemnity as though it were Toronto they were governing For their comfort on chilly nights a new furnace costing $130.17 was installed in 1900. Also that year Council debated the need for a suitable flag for the village and the Ensign was bought for $11.50. In 1912 the Union Jack was the choice without there being need for a flag debate.

Some Council deliberations centred about problems as farcical as the occasional ones encountered today. In 1904 a communication was read by W. T. Jennings complaining that 'his lot should be sixty feet instead of fifty nine feet three inches'. The appeal was dismissed.

Some decisions displayed the politicians at their best. In 1906 it was 'moved by Councillor Little that the tree in front of Mrs. Busby's property be cut down, as it is a nuisance to life and property (i.e. if Mrs Busby so wishes)'!

An historical entry in the minutes of June 14, 1907 read 'Moved by Councillor Young that this Council record its deep regret in the death of Mr. John Waldie, for many years an honored resident and its first Reeve.' (John Waldie was one of Burlington's greatest citizens, representing it in the Parliament at Ottawa and bestowing on it his philanthropy.)

Licensing was regulated by council. From 1903 a fee of $50 was charged 'any persons selling ... cigarettes or cigarette tobacco'. In 1911 a by-law was passed regulating the sale of milk in the village and appointing an inspector to enforce the law and inspect milk, cream, cows and dairies. In 1912 F. W. Parkin was granted a license for three pool tables at $60 for the year.

In 1896 a committee had been formed for the consolidation of by-laws. There were 166 by-laws on the books and of these only 46 were in force, some had been amended once, and others twice. Council was concerned because it could not keep abreast of all the regulations. By-law number 3107 passed June 13, 1966 is indicative of the multitude of decisions made in the intervening years.

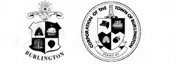
Town salaries then and now showed a marked contrast. James Allen, clerk-treasurer earned $200 in 1897 with an extra $10 for registering births, deaths and marriages. Cost of operation of the town clerk's department for 1965 was over $104,000.

The auditor's salary in 1898 was reduced from $10 to $5. Ralph Young, appointed auditor in 1899 declined 'owing to the meagerness of the remuneration offered'. The 1966 audit company fee was $6,900. Assessor for 1897, J. H. Campbell received $41.02 for his services. The 1966 assessment budget was $83,699.

THE WATERWORKS STORY

Things were not always done in a strictly orthodox way. Council decided it should put in a waterworks. Tenders were called and it was found the cost might be nearly $50,000, an awesome sum for a small

THE OLD AND THE NEW COAT OF ARMS


STAND BY
BURLINGTON
CORPORATION OF THE TOWN OF BURLINGTON
STAND BY

1913 1963

village to raise. A vote on whether or not the ratepayers wanted the waterworks was necessary.

Opposition came from the more conservative residents who, knowing that only property owners could vote on money matters, went to the registry office in Milton and checked the titles of those whom they knew would vote in favour of the waterworks. The names of those NOT eligible to vote were noted and given to the returning officer.

Reeve Mac Smith heard about the list and sought the aid of Bill Brush, a colourful character who ran the Queen's Hotel (now the Sherwood) and raced horses at fall fairs. On election day Hotelkeeper Brush caused a sensation by driving his horse pellmell along Brant Street. He stood erect in the gig, cracking the whip all the way to the lakeshore. Then away he went up Locust Street.

People rushed to the window of the polling place to see what was going on. In the commotion the list of ineligible voters somehow disappeared and no one could swear to what names were on it. The by-law passed by 42 votes and that's how Burlington got its 1909 waterworks.

In 1910 King Edward VII died. Two years later Council moved "that the proposed style of fountain and drinking troughs recommended by the King Edward Memorial Committee be accepted and that the village bear the expense of installing on the proposed sites". In March, 1913 a fountain located on Lakeshore Road (then Water Street) near Brant, in line with the entrance of today's Royal Bank, was connected and three horse troughs installed. It was moved years later to its present site, east of the Cenotaph on the lake bank, opposite the entrance to St. Luke's Church.

In 1913 Burlington decided to have a coat-of-arms and in June Council accepted the design of Miss Ariel Shapland (later Mrs. Hughes Cleaver). The old Burlington canal lighthouse appears on the crest with the words "Stand By".

In 1963 Dr. G. P. Gilmour, of McMaster University reported on the proposed revision of the crest. The apple representing fruit growing and the heifer symbolic of animal husbandry replaced the erstwhile apple trees and barrel, and the strawberry. The simplified beehive signifying industry avoided a resemblance to the beehive on Hamilton's crest. The horizontal division of the shield suggests the three peaks, Flamboro Head, Mount Nemo and Rattlesnake Point. The new escutcheon was sketched by John Arculus, Toronto, an heraldic artist and the finished device executed in ceramic by Joseph Gause, a Burlington artist. It is much admired by those passing the Civic Administration Building on Brant Street.

Over the years the village had annexed bits and pieces of adjoining territory and by December, 1914 was large and populous enough to be declared a town by the Ontario Railway and Municipal Board. During the first busy year of town status, Council sometimes met twice a day.

In 1919 the Council was composed of Mayor Dr. T. W. Peart and Councillors Taylor, Kerns, Blair, Gray, Leitch and Page. Violent debates early in the new year culminated with the resignation of the mayor, deputy reeve and four councillors, leaving only Reeve Cleaver and Councillors Blair and Page. No mention of a new election is made in Council minutes but the entry of February 7, 1919 reads, "Present were Mayor Smith, Reeve Cleaver, Deputy Reeve Bridgeman and Councillors Allen, Jarvis, Blair, Page, Tufgar and Hobson."

By 1920 the town was showing signs of stretching out and planning seemed in order. The Industrial Committee urged that immediate steps be taken to protect the residences of the town from unnecessary encroachment of commercial buildings. Certain streets were designated residential only. On November 21, 1921, Council decided to adopt a planning scheme and the town clerk was instructed to write to the government expert for data.

For some time after 1907 the town clerk had his office in the Brant Street library and acted as librarian. Court was also held there as well as Council meetings. Three years after the town assumed full ownership of the library building under this shared accommodation arrangement the library moved into headquarters on Elizabeth Street, in the former home of Dr. A. H. Speers. This move was timely since both the library and the town needed more space and the electors had just voted down a request from Council for $200,000 to build a new municipal building. The old town hall on Elizabeth Street was sold by the town to the Boy Scouts and the police and fire services were located elsewhere.

This old building had been erected by the Sons of Temperance who sold it to the village in 1883 for $500. The only stipulation was that the Sons might still use the hall one night a week free.

DETECTIVE TOM OLIVER WITH
THE STOLEN TOWN BELL — RECOVERED

THE TOWN BELL

A reminder of the Burlington of other days is the bell which stands alongside the library. When the bell tower was removed after the Boy Scouts took over the building, the bell was preserved. Its history is interesting.

It was ordered by Council in 1894 to be used to summon volunteer firemen. It was later decided to use it as a town bell to be rung at 7 a.m., at noon, 1 p.m. and 6 p.m. To avoid confusion the bell was pealed faster for fires and at a more leisurely rate when tolling the hour it was announcing.

James Powell was engaged to ring the bell for $50 a year. A succession of bell ringers followed and in later years the job was added to the duties of the town hall custodian. One of the last bellringers was Arthur Turcotte who lived at Elizabeth and Maria Streets.

On June 2, 1916, with neighbouring municipalities adopting Daylight Saving, Council decided Burlington should keep in step and do the same, "commencing at 9 p.m. June 4". Bell ringing times were to be changed accordingly. Opposition to the idea arose and by Monday June 26 the bell, at any rate, was back on Standard Time!

After being taken down in the fifties the bell was stored at the Boy Scout camp on Twiss Road north of Lowville. One night it was stolen but the loss was discovered right away and the police notified. An officer on patrol that night noticed a car weighted down pretty heavily and forced it to stop. There was the bell!

It sat behind the Works Department building for some time until a fund was raised by the late William Gilbert, chairman of the library board for many years. With this financial assistance the bell was enshrined by the side of the library in 1962.

TOWN HALL

Again the growth of Burlington made it necessary to think of more commodious town offices. Did the town need a new building? Should it own one or rent space in a building which could be erected on the old cannery site at the foot of Brant Street? If a town hall were to be built, where should it be? on the Guelph Line where many people believed the centre of the town inevitably would be, or on Brant Street as proponents for 'revitalization of the core area' argued that it should be? The Great Debate was on!

After prolonged deliberation Council decided that the town had a future so promising it should own its own administration building. The town property on Brant Street was agreed on as the site. When the new civic structure was ready in November 1964, it was the first time since amalgamation in 1958 that all municipal departments were under one roof.

Designer of the new building was George L. Schneider. The lens-shaped structure has a "floating" council chamber jutting out from the main eight-storey building at the second storey level. Eaglewood Construction Co. of Hamilton was in charge of the construction. The total cost was just over $857,000.

The prediction by the mayor, Owen Mullin, that the new building would "make Burlingtonians out of the people of Burlington" was a worthy objective beyond a doubt. The structure is indeed a striking addition to the core area with its fountains and landscaping forming an oasis in the commercial setting.

The orderly development of any municipality is due in no small measure to the effectiveness of its public servants, elected or appointed.

M C. SMITH
Mayor, 1915 16, 1919

L F BERRYMAN
Mayor, 1965 66

Over the years from 1873, countless men and women have guided Burlington's affairs While only some can be mentioned, all have the satisfaction of knowing they played a valuable part in the community's growth

The first reeve was John Waldie who was succeeded by William Kerns in 1879 Mr Kerns served from that year to 1882 and again in 1899, and from 1900 to 1905 Other reeves were R G Baxter, 1883 to 1886 James Mortimer 1893, Thomas Atkinson 1892 and 1894 William Richardson, 1887 1891 1895 1896 1897 E H Cleaver, 1898 George Allen, 1906 to 1908, and M C. Smith 1909 to 1914

From 1915 on, reeves were still the town's representatives on county council but no longer the chief administrators The office of Mayor was created when the village became a town in December 1914 and the first one was M C Smith from 1915 to 1916 and again in 1919

F D Ghent was mayor in 1917, C F Coleman in 1918 and T W Peart for part of 1919 Hughes Cleaver was reeve in 1918 1919 and mayor in 1920 He was succeeded by J J Hobson for the next two years Mr Hobson was later town clerk from 1930 to 1935

Elgin Harris publisher of the Burlington Gazette was reeve in 1921 22, and mayor in 1923-24 James S Allen was mayor from 1925 to

CIVIC ADMINISTRATION BUILDING
ABOVE OLD TOWN HALL AND FIRE HALL

1928. Mayor for the years 1929-30 was Edmond Holtby, and Lloyd D. Dingle, Q.C., was a councillor in 1929-30 and mayor in 1931-32. J. O. Ryckman held the mayor's office in 1933 and F. W. Watson in 1934-35.

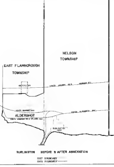
George Harris, son of Elgin Harris, and now a Justice of the Peace, was on Council in 1929, reeve in 1930-35, mayor from 1936 to 1939 and councillor again in 1951-52.

J. Gordon Blair, present director of Business Development, was a councillor in 1938-39 and mayor from 1940-1945. The mayor for 1946-47 was E. R. Leather, and N. R. Craig from 1948-1950. Previously Mr. Craig who now serves on the PUC, was a councillor in 1933, 1936 and 1944, and reeve from 1945 to 1947.

E W Smith served as councillor from 1936 to 1944, deputy reeve from 1945 to 1947, reeve from 1948 to 1950, mayor from 1951 to 1956 and councillor again 1958 to 1960 a total of 24 years of service to the town!

John Lockhart for many years principal of Central Public School, was mayor from 1957 to 1961 Owen Mullin served from 1962 to 1965 and Lloyd Berryman was mayor in 1966.

Among the clerks who served the town have been O T Springer, B S Hicks, Leonard Sykes M M Bush and William K Sims.


NELSON
TOWNSHIP
EAST FLAMBOROUGH
TOWNSHIP
ALDERSHOT
BURLINGTON 1957
BURLINGTON BEFORE & AFTER ANNEXATION
1957 BOUNDARY
1958 BOUNDARY

11

War of 1812

The treaty that ended the War of American Independence in 1783 failed to provide a foundation for a firm and lasting peace between England and her former colonies. Ill feeling persisted between England and the new states and bickering over small issues eventually led to the War of 1812. Critical historians have differed since with the problems of the actual causes and winners of the war. In 1902 Woodrow Wilson in his "A History of the American People" said, "The grounds of the war were singularly uncertain."

Another opinion on the war that reached the Burlington area, was expressed by Professor A. R. M. Lower in his book "From Colony to Nation" in which he says "It was the most satisfactory war on record, in that both sides won it. The Canadians and Americans both report glorious victories. The British, who did most of the fighting, never heard of it and the one instrument which was responsible for the winning of that war, the Royal Navy, is never mentioned".

In order to try and sort out the events that did happen here during the War of 1812, it is necessary to go back to 1793, when the first Militia Act was passed at the second session of the first legislature of Upper Canada. It said that all males in the province from the ages of 15 to 50 must bear arms and that they must appear on demand once a year in the field, bringing a musket or fusil with six charges of powder and ball. This form of census taking, which kept track of the men in the area in case they were needed, actually turned out to be quite a social affair at the annual counting of heads.

When the Niagara District was set up, it ran to the Governor's Road (the present Highway No. 5) which during the ensuing war was the only land route for soldiers and their heavy cannon and artillery, between Fort Tecumseh in Windsor and all points east. Men living in Ancaster, Barton and Saltfleet Township were enrolled in the 5th Regiment of Lincoln Militia and men in Nelson Township were enrolled in the 2nd Regiment of York Militia.

The Militia was not an effective instrument of war and this was well realized by the British military authorities. When Major General Sir

Isaac Brock became Lieutenant Governor in the fall of 1811, an effort was begun to infuse some form of military training. Brock knew well that a trial of arms would come sooner or later with the United States and in January, 1812, he organized the flank companies, consisting of one Captain, two Lieutenants, one Sergeant, a drummer and 35 other ranks. They included men of proven loyalty who would come out immediately in an emergency. The 5th Lincoln and 2nd York Militia each had two companies and both were raised at the same time early in 1812.

The war with the U.S. broke out on June 18, 1912, and the flank companies lived up to Brock's expectations. They turned out immediately and were concentrated on the Niagara River line, stationed at Queenston. These soldiers had no equipment and no uniforms. Officers did have uniforms bought out of their own pockets, but the men were dressed simply in homespun, carrying blankets but in many cases no muskets.

Brock was able to outfit these companies from the stores at Fort George but all they received were the white cross belts, a cartouche box on the right and the bayonet on the brown brass flintlock musket.

Militia from Nelson Township took part in a daring manoeuver proposed by Major General Brock. In August, 1812, he decided to strike at Fort Detroit, which had been conceded to the Americans at the close of the Revolutionary War. This was a very daring thing to do as Brock had very few troops on the Niagara Line and Detroit was a strong fortress.

However, Brock left York on August 7, and came by boat to the head of the lake. He disembarked at Burlington Heights and rode overland to Long Point where he picked up 40 regulars and 260 militia, including Captain Samuel Hatt's special company of volunteers, from the 5th Lincoln and 2nd York. Officers with Captain Hatt were Lieutenant Robert Land and Ensign William Chisholm, who served with 2nd York. To augment his small force, Brock counted on picking up the 41st Regiment who were concentrated along the Detroit area and he counted on support of Tecumseh and his Indians. The American General Hull, who was terrified of an Indian massacre (although he had more guns than Brock and just as many men) surrendered Detroit without a shot being fired, on August 16, 1812.

One result of this action was that Brock received a knighthood for it, but he never knew it. The dispatch about the capture of Fort Detroit reached London on October 6, and Brock was killed on October 13, at Queenston Heights. He was never addressed, while alive, as Sir Isaac.

Some men from this area who fought these battles were Richard Beasley, from Burlington Heights, Jean Baptiste Rousseau who had been interpreter for Joseph Brant, Captain George Chisholm who had settled on the north shore of Burlington Bay in 1794, Richard Cockerell, a tutor of John Brant, William Bates, a sergeant in the Queen's Rangers who had charge of the King's Head Inn on Burlington Beach, and Lieutenant-Colonel William Johnson Kerr, son in law of Joseph Brant.

In May 1813, the Americans mounted a determined offensive in the Niagara area. As a result, Fort Erie was abandoned and Fort George fell to a combined assault by land and by sea. The senior British officer Gen. John Vincent was sent in retreat around the head of the lake to Burlington Heights (Hamilton). In an effort to smash this force that had escaped, the Americans sent out companies of infantry, artillery and cavalry. To quote a plaque at Burlington Heights, commemorating the resulting Battle of Stoney Creek: "From these heights, Lieutenant Colonel John Harvey set out with about 700 men on the night of June 5, 1813, to launch a surprise attack on an invading United States force of some 3,000 men camped at Stoney Creek. The rout of the troops commanded by Brigadier General John Chandler under cover of darkness in the early hours of June 6, is generally credited with saving Upper Canada from being overrun by the enemy." Harvey was knighted in 1824 and served in high posts in the Maritimes after that.

Following the spectacular success of the British at Stoney Creek, Burlington Heights (the plateau between Dundurn Castle and the High Level Bridge in Hamilton) became the advanced base for the army operating in the Niagara Peninsula, taking over from Fort George, and it took on a great tactical importance. The two areas in Upper Canada which had the greatest bearing on military advance from the spring of 1813 to the end of the war, were Burlington Heights and Kingston, where the dock yards were situated.

In July 1813, American Commodore Isaac Chauncey decided to make an attempt on the Heights and destroy it. He sailed from Sacketts Harbour and put in at Fort George on July 27, taking on board 150 regulars. He couldn't sail on that day because of a calm, but he did appear off the Burlington Beach strip on the evening of July 28, coming to anchor near the shore of what is now Burlington.

The following morning it was the duty of young Lieut.-Col. Winfield Scott's U.S. force to make a reconnaissance of the Beach and examine defences on the Heights. The British heard of this movement and sent out urgent messages to Colonel William Claus of the Indian department to gather together as many Indians as he could from the Grand River area and march at once to Burlington Heights.

Captain John Brant, chief of the Six Nations after his father's death in 1807, gathered his warriors and they walked across country or travelled by water where possible in their birch canoes. The Indians were once again proving their loyalty to the British by assisting in the major battles of the war.

The garrison at Burlington Heights was very slim at that time with only about 150 men, but when the Indians arrived the next day plus further reinforcements from militia at Chipmans Corners (now St. Catharines), a formidable garrison was there to confront Lieut.-Col. Scott when he arrived. Scott reported back to Commodore Isaac Chauncey that there were seven guns overlooking the Bay, and also the distressing news that the channel leading into Burlington Bay was too shallow to bring in the large ships for the planned attack.

Chauncey's fleet consisted of two ships, one brig and eleven schooners. When Chauncey got this report, he had to weigh his chances. He could lower his long boats and have his soldiers row across to the Heights, but they would be under the fire of that formidable battery that Scott had reported, and his own guns from the fleet couldn't reach that far. Chauncey decided against such a suicidal course of action.

Again, the Americans could land, march around the bay and attack the battery on the Heights from the rear. This however, would have left Chauncey's fleet unmanned outside Burlington Bay, and there was a British squadron lurking somewhere in the lake. After weighing these odds, Chauncey decided not to attack the Heights. Instead, he reassembled his force, pillaged Fort York which they had previously burned out, and went back to Sacketts Harbour.

The incident gave the local garrison such a scare that it never left itself with so few men again. The war brought great hardships to the people in Upper Canada with dislocation of their lives, their commerce interrupted and their farms and livestock neglected. It was not the same war at all as that encountered in the Maritimes and in Quebec where privateering and profiteering were carried on.

The third incident involving this area in the War of 1812 was a naval action, later called the "Burlington Races." The British squadron on the lakes was commanded by Sir James Yeo, who arrived in Kingston in early summer of 1813 as senior naval officer of all ships of war on the Great Lakes. Opposing him on the American side was the same Commodore Isaac Chauncey who had created a fleet starting with only two ships, after being ordered by the Secretary of the U.S. navy to dominate Lake Ontario and Lake Erie.

Sir James' orders at the same time were to seek out and destroy the American squadron and also to keep the land army in supplies. He soon found he had his work cut out for him.

The two fleets met in action in September of 1813. Sir James had landed supplies at the head of the lake and returned to York. The next day the American squadron of 11 ships appeared off shore and against this force Sir James mustered two corvettes, a brig, and three schooners. The Americans had more and heavier guns and, while staying out of

range, battered the British squadron without having a shot fired near them in return.

Although Sir James was out-gunned and out-ranged, he put out to give battle off the present Canadian National Exhibition grounds at Toronto. Just after noon, Sir James broke off the action because his ship had suffered severely and a gale was coming up. The rest of the American ships were beginning to arrive so he decided to make a run for it to the head of the lake. This was referred to later by the British sailors as the "Burlington Races."

About five o'clock in the afternoon, riding the high water that was raised by the storm that day, the British entered what is now Hamilton Harbour, through a narrow channel near Brant House. Once inside the bay, Sir James' problem was to get out again, without Chauncey blocking him. Damages were repaired, and British casualties totaled five dead and 13 wounded.

Meanwhile, Chauncey had found shelter at Fort George. On October 2, he sent over a fast sailing schooner to see if Sir James was still at the head of the lake. The bay was empty. The British had sailed out again into the lake and headed for Kingston, where they licked their wounds and repaired their damaged ships.

During the War of 1812, Dundas Street (No. 5 highway) was an important artery of troop movement and a drill hall was located north of Nelson Village crossroads where the troops assembled. The 1st Halton Rifles drilled in one of the fields later belonging to the Ireland family. Capt. Joseph Ireland came to Canada with the British army, and served as Quartermaster in charge of the supply line along Dundas Street. Many a loyal soldier was given property after the war and some of them settled around Nelson. Two of these were Captain Ireland and Captain Joseph Birney.

The Six Nations Indians who had served the British cause, received gifts of provisions for their part in the war. After truce was declared, many Indians stopped hereabouts on their way back to the Grand River, and an army officer's report stated that he was ordered "to accompany the Six Nations to their homes and in so doing, to lose no opportunity of annoying the enemy." After rewarding them with supplies he "then caused the issue of provisions to cease at the Mohawk Village (except to the families of men killed in battle or disabled by wounds), the people there being more in condition of helping themselves than those who had fixed temporary wigwams in the neighbourhood of Burlington and Dundas."

These temporary wigwams had been erected in 1813 when the Indians had become worried about the course of the war. They abandoned their homes at the Grand River and came down to the head of the lake. A report of the day mentioned the "Indians encamped at the Beach in the rear of Mrs. Brant's."

12

Impact of Two World Wars

In the waterfront park opposite the entrance to St. Luke's Church, stands a statue of a World War I soldier facing the traffic on Lakeshore Road. When first erected, the monument stood in a setting of trees and park benches, farther back from the later-widened highway. Every year on Armistice Day, services have been held there, and Tom Waumsley annually played the Last Post for many years.

The monument was unveiled by Lord Byng of Vimy, the Governor General, on April 10, 1922, after long planning by the Memorial Committee of Burlington. Carved in stone beneath the statue are the 38 names of local men who fell in action and a list of places where they fought, places such as Ypres, Somme and Vimy Ridge. In honour of the men and women of Burlington and Nelson township who made the supreme sacrifice in World War II there is a plaque on the same cenotaph bearing 44 names.

During the first World War, 300 men volunteered from Burlington and many of them drilled in the shed at Locust and Water Streets, the present site of Brant Chrysler Motors. Recruiting took place at the Village Inn on the opposite corner.

The first Burlington contingent to go overseas left town on August 17, 1914, marching up Brant Street to the Freeman Station led by James Dick's bagpipes. This was the 20th Lorne Rifles Battalion. Following further training at Valcartier, Quebec, the contingent went overseas.

Many families in town have treasured snapshots from the days of the Great War similar to the collection of R. J. M. (Bert) Allen. Included is a picture taken on Brant Street showing young boys curiously examining a tank of the Eaton Armoured Battery as it passed through Burlington.

An oft-told story in town concerns some troops quartered at Niagara who began a march to the Toronto Exhibition grounds. On the way, they camped overnight at Winona, went through Burlington the next day and camped north of Bronte. It took the regiment two weeks to complete the march so a battalion came through Burlington daily for a fortnight. Their system of communication was by heliograph or signalling glass and in Burlington the tower in the Methodist Church on Elizabeth Street was used.

EATON ARMOURED BATTERY — 1917

The first battalion to reach town broke ranks on Ontario Street between Burlington Avenue and Locust Street. Camp cooks set up equipment and the men sat along the curbs to eat lunch. They were supposed to fall in again at 2 p.m. but the hotels on Brant Street looked too inviting to the thirsty men. The commanding officers had such difficulty getting them back into line that the next day, and every day thereafter, the regiments were marched through Burlington without a halt being made. George Bridle, a Burlington boy, was with the Bantam Battalion and he got a big hand from bystanders.

They were welcomed at the Pettit farm halfway between Freeman and the Guelph Lane, and the ladies of Burlington sent out pies and coffee. During the two weeks, 1200 pies were carried to the lunch stop by high school boys.

During World War I, women helped with Red Cross work and the Women's Institute assisted the Queen's Canadian Hospital Committee. This was a group of Burlington girls in their teens and twenties who met in the library to knit for the soldiers and make bandages.

In 1915 a Home Guard unit was formed and the men improved their marksmanship on an indoor rifle range. Burlington and Nelson councils approved expenses in aid of wives and families of enlisted men faced with rising living costs.

Early in 1918 when the peace seemed imminent, the Soldiers' Aid Commission asked council to form a branch in Burlington to help place returned soldiers in employment.

After peace was declared on November 11, Burlington council recorded a resolution of "our very great gratification upon the termina-

tion of the greatest war in the history of the world and of the overwhelming success of the allied armies.' They expressed appreciation "to our Canadian boys, and the memory of those who have fought and fallen in the interests of democracy and the cause of right, who will not be forgotten."

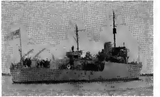
Council then recommended a permanent monument and showed appreciation to the pastors of local churches for the public Thanksgiving services held at the Methodist Church (now Wellington Square United Church) on November 13.

An amusing incident occurred during the war days. When news got around that the first local boy returning from the Front (his nickname was "Slick") was expected on the evening train, the townspeople made ready. The Citizens' Band assembled and a procession started off to the station at Freeman. The young veteran who had had his scraps with the local constable before joining the army, seeing the torch-lit parade coming up Brant Street, thought a posse was coming to get him. The welcoming committee had to reassure him and it was a startled young fellow who rode victoriously down Brant Street with Mayor M. C. Smith for a rousing welcome at Gore Park. It took the young man a week to regain his composure before resuming his old place in front of the pool hall.

As the rest of the servicemen gradually returned home, receptions were planned for them and a picnic and turkey dinner held. A military hospital had been established by the government at the Brant House during the war and the soldier inmates were not neglected.

Returned men soon formed a local branch of the Great War Veterans' Association, forerunner of the Canadian Legion. Several meeting places were used by the G.W.V.A., the first being a room over Kerns' store on Water Street across from the present bus terminal.

BURLINGTON VOLUNTEERS 1st CANADIAN CONTINGENT—AUGUST, 1914



H.M.C.S. BURLINGTON—DEDICATED SEPTEMBER 10, 1941

Membership soon outgrew these quarters and the old Episcopal church building at the corner of Elizabeth and James Streets was bought. The building is the present headquarters for the Sea Cadets. Tom Waumsley was the first president of the Great War Veterans Association.

In 1926 Canadian Legion, Post 60, received its charter. A chronicle of the town in 1927 mentions that "Military interests are represented by a Company of the Halton Rifles and a section of No. 14 Signal Company."

On September 10, 1939, Canada again was at war with Germany and more than 600 men from Burlington joined the armed forces.

Thayendanegea Chapter I.O.D.E. called a meeting of representatives of all women's organizations in town to plan their war work and Mrs. W. Weaver was appointed chairman of the women's work for the Red Cross.

Victory Loan Rallies held during the war saw Burlington meet its quotas substantially.

A unique ceremony was held on September 10, 1941, at Lakeside Park. A new navy minesweeper, H.M.C.S. Burlington, was dedicated as it lay anchored off the shore.

H.M.C.S. Burlington left Dufferin shipyards that morning with her commanding officer, Lieut. Commander Fricker, Hon. Angus E. Macdonald, Minister for Naval Affairs, Hughes Cleaver, M.P. for Halton and several school children aboard and arrived at Burlington by noon.

The landing party was welcomed by Mayor J. Gordon Blair and the entire crew of the ship were declared honorary citizens of Burlington. School children sang a special song, "H.M.C.S. Burlington" written for the occasion by T. Reginald Sloan.

The Hon. Angus Macdonald spoke, a guard of honour was inspected, gifts were presented by townspeople and Rev. G. W. Tebbs dedicated the fine new ship in a solemn ceremony. It was a big day for Burlington.

Festivities continued at the Estaminet that night with all the town's dignitaries and ship's officers present and the toast to H.M.C.S. Burlington was proposed by W. J. McCulloch. Chairman John Wilkinson introduced his hard-working committee, Reeve John Blair, E. W. Smith, W. J. McCulloch, E. D. Lucas, M. M. Bush, Mrs. T. J. Hedley and Mrs. A. W. Milligan.

The townspeople? They spent the evening in gay street dancing and bingo.

One of the most active organizations in town was the Burlington and Nelson District War Services Committee, inaugurated in September, 1942, with executive A. A. Allen, H. A. Cozens and Mrs. T. J. Hedley. By May, 1946, 2,115 parcels had been mailed as well as over 300,000 cigarettes. This was a community project and all social and church groups participated. At one time there were more than 400 servicemen from Burlington and district overseas.

A parachute factory was built and many people, mostly women, found work there. An aircraft accessories plant was opened and ammunition boxes were turned out at Nicholsons.

An Air Cadet squadron was established to train boys who could take their places later as aircrew in the R.C.A.F. After the war, membership dwindled but Squadron No. 715 was later re-organized under the sponsorship of the Civitan Club.

Many "old country" boys visited in local homes from the R.A.F. camp at Mount Hope. Several of them married Burlington girls who returned with them to Great Britain after the war.

Germany surrendered May 7, 1945, and the people of Burlington went wild. Bells rang, whistles blew and the town's churches were packed with grateful and prayerful people. When V-J Day came on September 1, it seemed like an anti-climax.

After the street parades and thankful prayers, Burlington waited for its servicemen to return and mourned the ones who would never come back.

Walter Cone was in charge of the welcoming committee who met the trains carrying returning ex-servicemen no matter what hour they arrived. After V-J Day the town gave a rousing Welcome Home Dance for all district servicemen and women and their wives and sweethearts

A special welcome was extended to about 50 British war brides who were presented with boxes of Canadian apples.

Postponed peacetime projects were launched with enthusiasm and Burlington began to grow and prosper as never before in its long history.

The Canadian Legion was expanding with the demobilization of servicemen and in 1947, when Charles Gates was president, a larger building was purchased. The membership increased from 65 to over 200. Headquarters remained on Water Street at the foot of Elizabeth Street until the new hall was completed in 1959 on Legion Road. Mayfield School for Retarded Children was later built across the road on land donated by the Legion and the school has become the veterans' main project. Branch 60 was given the name of Vinton Memorial Branch in 1951, in tribute to the late N. R. Vinton, a former president.

TOP: BETHEL CHAPEL LOWER: KILBRIDE UNITED CHURCH

13

Kilbride

In the early settlement of Nelson township, one thing was of primary importance for the growth of business and industry, water power. Beside the streams which fed the Twelve Mile Creek and snaked down across what is known as north Burlington, small villages grew up—small by today's standards, but from 1855 to 1870 comparatively thriving communities. Kilbride, Cumminsville, Willbrook, Lowville and to the south east, Zimmerman, were all on the Twelve Mile Creek and its tributaries. Flour mills were established first, and, later, lumber and grist mills. Steam was developed for factories and eventually each community became self-supporting with stores, blacksmith shops, churches, and homes.

Kilbride, Cumminsville, and Willbrook or Dakota were all within about a mile of each other and seven or eight miles from Milton. The first settlers had little time to leave written records behind and few of their descendants are left to tell their stories. One of the first settlers in the area around Dakota was Thomas Simpson, a veteran of the Napoleonic Wars. In the reign of King George IV he was given a Crown grant of 100 acres of forest. He built a log cabin there and began clearing land. He combined in his skills all the knowledge necessary for survival as a pioneer. He tanned deer skins and made shoes for his family. He carded and spun wool, wove and knit it into cloth mitts and socks, and with scissors and needles fashioned all his family's clothing. The Simpsons became successful farmers owning the first horse in the vicinity. Mrs. Simpson was the first woman to sell produce on the Hamilton market, going all the way on horseback. It is also said that the Simpsons with their enthusiasm, encouraged the erection of the first church in the vicinity on the site of the Nelson Presbyterian Church.

In 1830, the Hunt brothers, later of Carlisle, were said to have purchased 200 acres of land near Kilbride for 12 shillings, six pence an acre. The George Harbottle home on a Crown land grant was once the local court house and Mr. Harbottle was the local magistrate who performed weddings in the homes. John Harris was also a local magistrate for many years.

The village of Kilbride was laid out by Francis Baker and William Panton sometime around 1850. Mr. Panton was born in Ireland in 1808 and emigrated to Canada in 1834. He settled on a farm in Nelson township and after spending some time in the Niagara district as Public Works Inspector, he joined Mr. Baker in a milling and lumbering business. Together they laid out a village and nostalgically christened it Kilbride after a town Panton remembered in County Wicklow, Ireland. Panton and Baker (now Kilbride) Streets were named in honor of these fathers of the village.

Lumbering gave Kilbride and neighbouring villages prosperity and when the forests were finally exhausted, this prosperity carried business along for awhile.

Kilbride's local emporium for many years was the department store of T. L. White. The original store burned down and was replaced by a bigger building. In the new store a staff of five clerks in the grocery department alone, served the customers. Barrels held supplies of sugar, salt, molasses, syrups and oils. The meat shop was always filled with choice meats which Mr. White bought directly from the farms. The busy millinery department was at the back of the store and upstairs the tailoring department managed by Charles Thompson employed five men and eight women.

Kilbride in the late 1870's had a population of several hundred with plenty of work for everyone. Up the creek to the north of the village stood a large woollen mill owned and operated by William Montgomery. There was a tin shop, a cooper shop and a drug store owned by Dr. Beattie. This was later purchased for a harness shop and was eventually converted to a garage. Another general store was operated by Donald McGregor, then James Tweedle and John Harris. Just as, incongruously, the drug store became a harness shop, so this general store became a Gospel church and later a residence.

Blacksmiths kept busy were Charles Harris, John Greenlees, Bob Burton, Jack Small, A. Page and Bert Cartwright. Opposite T. L. White's store was the hotel owned by Frank Mills and later by Charles Rasberry. After it burned down a new building was erected on the site, not a hotel but a wagon maker's shop operated by Joshua Worthington. During the First World War, this was purchased by Carey Brothers who equipped it as an evaporator for summer produce. William Mitchell owned a service station and refreshment booth and was loved by the village children for his generosity. Harvey Henderson was also happily remembered, he served as town constable for many years.

Kilbride Community Hall was Salem Church which in 1905 was moved to the village from Walker's Lane and used for a time as a butcher shop. The community purchased the building and it now serves as a recreation centre.

Mail came from Milton to Kilbride. Charles Rasberry was mail driver for 35 years, living in Kilbride and driving mail to Hamilton. It is said he never missed a day or took a holiday in all those years except the day of his marriage. Lowville was later brought into the route and deliveries were made by stagecoach. John Duncan, the chief driver, used four or five excellent road horses for the trip. The coach was always full of people, parcels and boxes, but it was a happy load, and drivers, including Frank Featherstone and Frank Robertson, were good natured and obliging.

Robert Rasberry, son of the early mail driver, owned one of the first automobiles in Kilbride, a 1911 model with a handsome brass front.

The history of Kilbride area was gathered by a church centennial committee of Kilbride United Church in 1960. Older residents of the district contributed their memories, and those of the late Mrs Bertha Harbottle were of especial assistance to committee members Gertie McArthur, Florence McDonald, Marion Cartwright, William Pickett, James Ayton and Laura Dixon.

Early records of the religious activity in the village are scant. The Cumminsville Bible Society which began on May 9, 1854 drew residents of the area to its meetings, but even before this in 1846 a Presbyterian Church under the branch of the Free Church of Scotland began as a mission with Rev W McLean of Waterdown and Wellington Square in charge. Grounds for the now unused cemetery were purchased in 1848 from James Harris before Kilbride was laid out and were deeded to the Presbyterian Church of Cumminsville. A pastoral charge was formed in 1855 and in 1856 the church was built east of Kilbride on property purchased from the Day estate. The manse stood beside the church which was closed in 1940 after 84 years of Christian service.

A few of the familiar names connected with this church are McClure, Corlett, Wilson, Fraser, Agnew, Labourne, Duncan, Pickett, Clugson, Hewson, Small, Turnbull, Nixon, Harris and Dixon. After 1940 a number of families joined with the United Church in Kilbride while others joined Campbellville and Milton churches.

Four years after the founding of Kilbride Presbyterian Church, Kilbride Methodist (now United) Church was built in 1850 on land donated to the church by Mr and Mrs George Harbottle Sr. The deed is preserved at the church and, although faded, can still be read. The signatures include George and Rhoda Harbottle, William Galloway, Robert Simpson, Thomas Galloway and William Harris and witnesses John Mathews and Francis Baker. Robert Simpson made and donated the church's pulpit and William Bousfield who owned and operated a saw mill in Tally Ho supplied timbers and siding.

By this time services were being held in Bethel Chapel. In 1855 land on the south side of No 5 Sideroad west of Cedar Springs Road had been deeded by John Prudham to the trustees. Mr. Prudham's homestead south of Kilbride had been a stopping place for itinerant ministers. It was quite usual for him and his wife Elizabeth to carry their children over the forest trail and across streams, over fallen logs to Collings Church in Lowville to attend service. Mr. Prudham and Mathias Canon both of Nelson, along with Jonas Volick, Andrew Davidson and Richard Volick were the original trustees of the small church of the Methodist New Connexion called Bethel Chapel. The union of existing Methodist bodies caused Bethel to close about 1874 but a committee of trustees was appointed to care for the grounds and cemetery.

Local ministers still conduct an annual service at Bethel which is believed to be the last church of the New Connexion still in existance. The historic place of worship has an unusual pulpit with doors on each side of the minister's bench. The antependium, though worn, retained its colour for many years and added dignity to the pulpit with its padded top and heavy fringe. The seats were sold appropriately for use in the Kilbride Community Hall which itself was a former church.

By 1876 Kilbride United was on a circuit with Lowville, Salem, Bethesda (on the Trafalgar town line), Mountain, Nassagawaya and Davidson's. In the graveyard of Salem Church on Walker's Line lie Mr. and Mrs. Hamilton Bennett. Mr. Bennett was a local preacher who served for 50 years in the Lowville circuit. All seven appointments contributed to the salary of the minister and his assistant.

Sometime about 1878 the congregation of Kilbride United Church decided to re-establish itself in a more central part of the village. Hall Gunby and a Mr. Curliss, who had equipment for moving buildings, and the men of Kilbride went to work in "bees". James McNiven, George Harbottle and George Bennett supplied oxen and the building was put on skids and hauled to its new foundation. The vestry was torn down and the present Sunday school was later erected. A gala re-opening ceremony was held for the church, and at the tea held the next evening donations were given that completely paid the church debt.

The cemetery still remains by the first site of the church and is another of the old burying grounds that have been taken over by the Town of Burlington.

Over the years countless devoted church and community workers have come and gone. Mrs. Charles Peer, who taught Sunday school girls at Kilbride United, superintendents Charles Peer, W. W. Forster, Frank McNiven, A. J. Harris and Charles Prudham, and local preachers George Harbottle and John Hollingworth.

Dr. H. R. McDonald established his medical practice in 1925. Before the turn of the century the medical practitioners were Dr. A. C. Jones and Dr. G. C. Carbert.

One of the first schools in Kilbride was in the frame home of John Harris who was the local magistrate for a number of years. A log school house once stood on the Coulson homestead, north of the village on No. 10 Sideroad. The earliest record shows that in July 1855 William Panton and Francis Baker deeded lot 27 on the present Kilbride Street to the trustees of School Section No. 11 Nelson who later bought lots 28 and 29 as well.

Although there is no date on the building it would seem that the sturdy two-story stone school was constructed in 1879 since it is on Lot 29 purchased that year. The school yard shared in the many trees planted throughout the village by Charles Rasberry and T. G. White over 70 years ago.

The first teacher was W. R. Watson who taught until December 1881. Although there were two classrooms in the school, the 1885 teacher, Mr. McCorrigan, had 90 pupils in his care. Attendance decreased at the turn of the century and one room was closed.

In 1902, summer vacation was in July only and in 1903 the first two weeks of August were added. There were other holidays such as on December 16, 1903 when the school was closed while the teacher went to the city to help buy Christmas presents for Sunday School pupils. Other closings were more essential. From November 14 to 20 in 1906 the closing was for repairs and from October 21 to November 18, 1918, Spanish influenza shut the doors.

On his appointment in 1938, Halton county's school inspector L. L. Skuce, tried to interest trustees and ratepayers in the formation of school areas, in line with the re-organization into larger areas of administration throughout Ontario. There was much opposition, particularly in Kilbride. In 1943, Nelson township council voted in favour of including the 15 schools in the township school area.

Departures from former policy began to occur. Mrs. Jean Emerson was appointed the first music supervisor and the school board commenced supplying the pupils with work books and pencils. In September, 1945, home economics and manual training teachers were appointed to visit each school in the area. By January, 1949, the school population of the district had increased to such an extent that the upstairs classroom which had been closed for 50 years had to be re-opened.

Soon after the formation of the school area, a group of parents in the north of the township made an attempt to have a graded school built in the area. Many in Kilbride supported the graded school idea but wanted the school built in the village. Local township politics was at fever pitch as trustees and councillors for and against were voted in and out. Eventually, in September, 1954, the new eight-roomed Fairview School was opened a mile-and-a-half south of Lowville and four miles south-east of Kilbride.

Although the Board intended to close all the rural schools at this time, opposition was so strong from a group in Kilbride and the neighbouring Bell School Section that these two schools continued in operation and the parents were given the choice of sending their children to Fairview School by bus or allowing them to walk to the local school. The majority of parents who continued to send their children to the old stone school were those who, having attended it themselves, had an intense loyalty to it. The Board found it difficult to get qualified teachers for the Kilbride School and attendance decreased until in June 1961, when it was closed, there were only 18 pupils.

On January 1, 1958, Kilbride education came under the authority of the Burlington Board of Education. After this the population continued to grow and shortly a second graded school was required in the northern part of the area. In December, 1959, the Board purchased three acres from Eric McArthur and plans were drawn up for a new six-roomed school. In September 1960, the new school was opened with 190 pupils registering.

In her study of old school registers, Miss Florence Meares, first principal of the new Kilbride School, notes that whereas few children went on to high school when there was no public transportation, today with free school buses the desire for higher education has markedly increased.

TOP: BELL SCHOOL. LOWER: KILBRIDE SCHOOL.

14

Cumminsville-Dakota

In 1855, Nelson township council passed bylaw No. 83 "to open and establish a line of road between the villages of Kilbride and Cumminsville." Indeed the village of Kilbride was really a continuation of Cumminsville which had been founded by Titus G. Cummins. Sidewalks eventually were laid parallel to the mud road from the upper end of Kilbride, south to Cumminsville and the Dakota grist mill.

On the corner at Cumminsville was a general store successively owned by a Mr. Hawkins, Robert Hay and Robert Thompson. The Temperance Hall, above the store, was a frequent rendezvous and was used as a polling place for Ward Four, Nelson township. Here, too, was the office of the Montreal Telegraph Company, the only means of communication before the appearance of the telephone. Sandy Fraser was Morse operator and taught in the village school.

Sam Shouldice had a bakeshop and on the opposite corner stood a large hotel owned by Robert Thompson. It, too, served as a polling division at one time. The inn was licensed and since there were no restrictions for many years on the serving of liquor during elections which lasted several days, Thompson's must have been an exciting place to vote.

A grist mill was operated by Thomas Galloway. James Harvey was another miller. A saw and shingle mill was run by Abram King and later by Greenlees Bros. and by Thomas Dent. David Liddle had a turning and lathing shop and furniture by him, though 100 years old, is still in an excellent state, treasured by the Rasberry family. By 1877 Schooley and McCay were making furniture.

After 1847, William Panton, founder of Kilbride, was first postmaster of Cumminsville. Mail came from Hannahsville (Nelson Village) twice a week. There was the inevitable blacksmith shop, operated in 1877 by G. G. Greenlees. J. S. Jordon was a Cumminsville merchant, H. Leasley was the village tailor and doctors McGregor and McClure looked after the health of the community. The twin villages of Kilbride and Cumminsville each led thriving commercial existences. In 1877 Cumminsville had 200 inhabitants, the same as Kilbride.

The Cumminsville Bible Society was founded May 9, 1854. Meetings were held in the Temperance Hall at first and members of the first families of the district were active, including James Tyner, William Wilson, Thomas Galloway, William Montgomery, John Mathews, Thomas Stokes, James Ingles, F. Small, A. Wilson, John Haggin, Robert Simpson, F. Baker, John Small, John Robb, James Molyneaux, John Duffis, Joseph Lynn, John Prudham, William Gunby, John Agnew, William Harris, Charles Stewart and Thomas Small. The Society alternated its meetings between Kilbride and Cumminsville and one entry in the minute book read: "The roads were very muddy, the night very dark, the assembly very small."

Many residents of Cumminsville were employed in Dakota which lay immediately to the south. Here stood one of the first schools, Foster's, at the corner of No. 5 Sideroad and Cedar Springs Road. It was a log structure with benches on either side and a dirt floor. It was replaced in 1862 by Dakota Stone School, later named Cedar Springs, S.S. No. 10.

The old Dakota grist mill once served as a flour mill. In later years it was a saw and grist mill. Among the millers who operated there were Andrew Gage and Son, James Harvey, Daniel Smith, David Kirkwood, Thomas and Spencer Bennett, Charles Williams, Samuel Ecker, Clark Eaton, William Pegg and George Pegg and Son.

Dakota originally had quite a number of residents. A place called "Willbrook" is mentioned as having been at this location. It would appear that these two names are for the same small village.

By far the largest business concern in the entire northern section of Nelson township was the Canada Powder Company at Dakota. Operations were begun about 1854 for the manufacture of gunpowder and the mills were constructed with great difficulty. The powder press had been shipped by boat to Burlington Beach and moved on greased rollers to Wellington Square, then drawn on a specially built sleigh by thirteen yoke of oxen to the factory site miles back from the waterfront, on top of the escarpment.

In 1862, the company was purchased by the Hamilton Powder Company. In 1884 the mills were employing over 200 men, a large proportion of the male population of Kilbride, Cumminsville and Dakota.

In from the public road was the cooperage where the 25-pound kegs were made, a storehouse for empty kegs, the barn, and the manager's house where Edward Corlett lived. Over the Twelve Mile Creek which flowed through the mile-long valley of the mill property was a bridge. On the other bank of the creek were housed the boiler and engine used when water power was insufficient. Here also stood five large frame buildings, widely separated among the trees in the lovely valley. Each building housed one of the processes needed in the manufacture of the powder and each was connected with the others by a narrow gauge, wooden-tracked railway, man propelled. A discreet distance away were the charcoal kilns fueled with willow wood from the company's bush.

The mills were operated by water power for which there had been constructed two dams, one upstream, the upper dam, and the other one situated close to the mill buildings, the lower dam. Several acres of water were constantly available needing only the opening of the sluice gates to rush through the mill-race to set in motion the great water wheels in each building. The sluice gates were shut each night at closing time. By next morning water from the Twelve Mile Creek had formed a new pond for a fresh day's operations.

Gun and blasting powder were made of sulphur imported from Turkey, saltpetre brought from Chile, and charcoal. Sulphur and saltpetre shipments, transported by water, were teamed from Brown's Wharf in Aldershot, a distance of about 12 miles, to the Dakota powder plant.

When the C.P.R. was being constructed through the rocky terrain between North Bay and Port Arthur, the demand for blasting powder from Dakota mills was so great and so incessant that the factory operated 24 hours daily for several years.

Manager Edward Corlett, realizing the danger involved in the manufacture of explosives, stood for no carelessness. Women or boys were not employed. During the summer, men worked barefoot in the mills and were never permitted to wear shoes with anything but wooden pegs in the soles.

Each day at noon, in a field well away from the plant, a small brass cannon was used to test the strength of the powder. By such elementary quality control, the ingredients could be proportioned as well as assessed.

October 8, 1884, was a cloudy overcast autumn day. At noon the employees left as usual for their lunch break, only a skeleton staff remaining. At 12:45 noon a mighty explosion rent the air, its reverberations heard as far away as Owen Sound and St. Catharines. The ground shook as though by an earthquake as the powder mills vanished skywards. People in Hamilton heard the blast and witnessed the huge mushroom of smoke lifting above the earth to the north-east. Word soon spread that Dakota powder mills were no more.

Men ran from every direction to the scene, some on horseback, others with wagon loads of helpers. Four men, Heatherington, Murray, Tibbles and Calder by name, were killed instantly and another died later of injuries. Andrew Coffee was blown to the treetops and landed in the Twelve Mile Creek, suffering no harm other than loss of his false teeth which were found the following spring near the Lowville dam. A pall of shock and sadness descended over the countryside and relief organizations aided the bereaved families. A mass funeral service was held in St. George's Anglican Church, Lowville.

The cause of the disaster was never determined. The manager was in Cumminsville at the time of the explosion. No evidence of carelessness was discovered.

The mills were never rebuilt. Operations were transferred to the vicinity of Montreal, eventually becoming part of Canadian Industries Limited. The closing of the mills sounded the death knell for Willbrook, Dakota and Cumminsville. Men thrown out of work settled elsewhere and the countryside reverted to its former pastoral peace.

Edward Corlett stayed on at Dakota and bought the land from the powder company, building a profitable business from apple orchards. In 1885 land to the north of the powder mill site was purchased by W. D. Flatt who engaged in the timber business on this tract of virgin pine. In 1905 Corlett sold his land to James Tweedle who was succeeded in ownership by Donald McGregor and Charles Prudham. In 1924 Mr. Prudham sold to Mr. Flatt who was charmed by the natural beauty of the surroundings and envisaged developing it with the land already owned by him as a resort community.

By 1926, the first rustic cabins were offered for sale. More followed and by 1932 the desired maximum of 80 was reached. With Mr. Flatt's relinquishing personal control, Cedar Springs Community Club came into being with a golf course, bowling green, swimming pool and ski slopes making it one of the most desirable private recreational resorts in Ontario.

Where the ill-fated powder mill once stood, a barn had been built and this became the Cedar Springs community hall. Following Mr. Flatt's death, imposing gates were built at the entrance to the property in memory of the founder whose enterprise had restored the valley to the lovely place it had been before tragedy struck in 1884.

THE DAKOTA GRIST & LUMBER MILL—STILL OPERATING—1967

15

Lowville

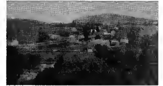
Southeast of Kilbride on the banks of the Twelve Mile Creek lies Lowville, the lowest point on the main road from Guelph to Lake Ontario. Some of the earliest arrivals there were John and Hannah Kenney, and Rev. Daniel Pickett, a saddlebag preacher who settled in 1822. Mr. Pickett's daughter later recalled how as a girl in 1824, sent to help the Kenneys get settled, she carried a glowing coal between two sticks to start the fire in the new neighbours' fireplace.

In later years Mr. Pickett sold his farm to a Mr. Watkins, the father of T. C. Watkins, founder of the Right House in Hamilton. The Bradts were established at Lowville early in the 19th century. Albert Bradt traded a 200 acre farm in Caledonia for half as much property on the hills of Lowville, and $100. It was on "Bradt's Mountain," at Lowville, that a signal tower was erected during World War I.

Squire James Cleaver, a farmer and land surveyor, bought land in Lowville and built a grist mill on the Twelve Mile Creek. Squire Cleaver was a strong temperance man and his barn was the first to be raised without whiskey as an incentive. The mill, running 24 hours a day, provided plenty of work. Jabez Nicholson was believed to be the last miller to make flour at the old mill. A chopping business was set up later by George Robinson. Another important sawmill was that of John Readhead on Walker's Line south of Lowville.

A Mrs. Foster emigrated to Canada from Ireland in 1832. Her husband died on the ship and was buried at sea. She landed in the new world with her eight sons and two daughters, and with little means to support them. Mrs. Foster first located land in Hamilton but was persuaded that a lakeport was no place to bring up a family of boys, so she moved to Lowville. It is told that she would take a basket of butter on her head and walk to Hamilton to exchange it for groceries which she carried home in the same manner. Her son Henry was on Nelson township Council for 18 years and many of her descendants still live in the community.

Like other hamlets on the banks of a stream, Lowville's development was linked with water power. Once the first people had established



VILLAGE OF LOWVILLE—1873

their farms and a mill was built, a few industries were started and small businesses emerged to meet the needs of the villagers. The village consisted of parts of the farms of T. E. Pickett, Joseph Featherstone, and Squire Cleaver.

When the teaming of grain and lumber was an important means of livelihood, hotels were opened, nine between Burlington and Campbellville, and five in the Lowville area. McDaid's was at the foot of the hill, another was in Highville, the name given the district above Lowville. Three more hotels were nearby.

Lowville had several industries at one time. The foundry owned by J. McLaren in the 'forties turned out everything in iron from pots, griddles, muffin tins, and smoothing irons, to stoves and farm implements. This business was owned by John Johnson in the late 1870's. Across from the foundry was a tannery.

Back of the foundry on the banks of the creek was Mr. Rumple's furniture factory which supplied the neighbourhood with fine furniture, some of which is still in use. Mr. Rumple, a native of Prussia, had a main factory with another building nearer the street for finishing and sales. Other businesses were a carpenter shop, a dressmaker, and a millinery shop run by a Miss Marsh of Dundas. This shop later became George Bradt's harness shop.

Sometime between 1853 and 1858, Andrew Pickett built the general store and it is believed the first post office was there. Mr. Pickett also had a cheese factory adjacent to the store which did a thriving business. For several years he operated this store before leaving to make his home

in the United States. His eldest daughter, Anna, born in Lowville, was the mother of Harry Hopkins, advisor to President Franklin D. Roosevelt.

Mr. Pickett leased the store to Oscar Mackay. In 1868, the telegraph office was installed there, bringing the villagers more in touch with the outside world. It is believed the first mail route to Burlington which had been run by John Johnson was afterwards taken over by the Mackays. About 1875, the store was purchased by Thomas Langton and again the mail was linked with its proprietor who had the stage and mail route to Hamilton. The mail route to Burlington was discontinued and one was started to Milton.

At Highville, above Lowville, was located A. B. Culloden's general store, Miss Black's dressmaker shop and Klainka's tailor shop. Across the road was Emerson and McNair's blacksmith and carriage shop and J. Pembroke's shoe shop. A few years after Mr. Pembroke's death another shoe shop was operated by a Mr. Potchett in his home.

The trade of the blacksmith was a vital one before the advent of the horseless carriage, and Lowville had its generous share of "smithies" over the years, including Burkholder and Smith, Alex Mitchell and George Ramshaw.

The post office was moved to this upper part of the village and was run by S. Nixon who did double duty as a school teacher. Later, a general store was built by Isaac Featherstone on the front of his farm. About 1907, the Nelson Telephone Company began operations with head office at Lowville.

About 1875, through the influence of Robert Coates, the village schoolmaster, plank sidewalks were laid through the village, a new foot-bridge placed across the creek and steps built up the hill to the upper town.

The first school house was built near the present church corner. Later a white frame school was built near the creek, to be replaced about 1888 by a stone school still standing in Lowville Park. The first school was called Barker's School House and was used for the first church services.

A story of an incident in the old school during a church service is told by the late Mrs. C. A. Prudham, who chronicled much of Lowville's history. After the church services the Bible was carefully wrapped in a white cloth and carried home by one of the parishioners, to be brought back the next Sunday. Once when it was the turn of Mrs. John Thomas, she took the good book home and the next week brought the parcel back and placed it on the desk. When the minister unwrapped it for the service, in it was a block of wood. Mrs. Thomas sprang to her feet and, pointing her finger at one of her sons, said, "George, this is your work!"

A number of young men of that generation became ministers. Rev. James Masson was ordained and preached his first sermon in Barker's

School House. From the first real church built on the site of the later parsonage went forth Rev. Joseph Colling, Rev. Thomas Colling, Rev. Solomon Cleaver, D.D., Rev. Joel Pitcher, and Rev. T. Webster Pickett.

After holding services in the school for some time, the Colling family decided to build a Methodist church. It was not long before "Collings' Church" opened its doors to worshippers. This church belonged to the Nelson circuit which was formed in 1832, embracing what is now Halton county and extending north to Erin and east to Toronto township. *The Christian Guardian* of January 19, 1853 reported "The first missionary meeting of Nelson circuit was held Monday evening last in Collings Church." There were only two circuit missionaries and meetings were held whatever day one of them arrived. In 1855 the old "Collings Church" was re-named Lowville Methodist Church and made a pastoral charge along with Davidson's. By the late 1860's settlers were coming into the area in greater numbers and by 1871 the church was found too small.

Once more a member of the Colling family, Thomas Colling, donated the land, and the new church was opened in 1873 with Rev. Robert Bell the first minister being paid $450 per year. First Sunday School superintendent was John Foster.

In 1878, the circuit parsonage was moved to Lowville from Kilbride and again Thomas Colling donated land on No. 5 sideroad for a permanent parsonage. He made one stipulation. The new building was not to obstruct the view from his home of the church's front steps. The ornate ten-room parsonage was almost completely built by parishioners who hauled stone and sand. When it opened in 1884, an admission fee was charged to view the interior.

By 1887, Lowville and Zimmerman were the only two churches on the circuit. Churches were usually packed to the doors for all services and the churchyards resembled market day with every description of conveyance on hand. A by-law had to be passed to allow churchgoers to erect sheds on the road allowance in which to tie up their horses or oxen.

Among latter day changes in the church have been the construction of a modern split level parsonage on land donated by Eric Gudgeon and the installation of an oil furnace in the church.

Across from the parsonage on No. 5 sideroad is the church cemetery. Family names on the gravestones include the Collings, Harbottles, Featherstones, Gunbys, Readheads, Butts, Jays, and Coulsons.

A story told of this cemetery involves one of the first persons to be buried there. He was a young man named Jackson who had come into the district to work. Stricken with "hip disease" he died and was laid to rest in the new cemetery, where his was the first grave. Some medical students wanted the body but Jackson's friends would not agree to this. They dug out the grave and filled it with large stones and with earth

before they were satisfied that no one would molest the remains of their friend.

Some local preachers in this era were Hamilton Bennett, Sidney Kenny and later, after the turn of the century, Elmer S. Sinclair, Charles Jay and Victor Butts who went to China as a missionary.

A Presbyterian Church was built but never used for worship. It was later converted to a dwelling.

St. George's Anglican is the oldest congregation in Lowville. Parishioners met first for Sunday School September 10, 1836. Later services were held in a frame house on what became the farm of Emanuel Coulson. From this small building the congregation moved to DeForest Line School. It was there in 1856 that the first vestry meeting took place and the parish named St. George's. In June of the following year Dr. George Dice donated a parcel of land at the Guelph Line and No. 10 sideroad two miles north of Lowville, for a church.

Little is known of this building except that it was frame and cost $800 for materials. A brick church was erected in 1896. This was substantially built, costing $4 000 and has needed no major repairs since it went up. The only replacement was part of the roof which was blown off in a big wind, March 21, 1913, an act of God and in no way attributable to the builders of the church.

St. George's has never had its own rector. Early in its history, about 1859 it was attached to Waterdown and Aldershot. In 1874, it joined Nassagaweya and Carlisle until the latter closed before the turn of the century.

The first rectory for St. George's was the home of Mr. and Mrs. Cowley who turned it over to the church. This was later sold and a farm house bought for the purpose. The third location of the rectory was in Campbellville where it remains today.

The present stone St. George's is still the centre of Anglican worship for Lowville and the surrounding countryside and the cemetery is one of the loveliest in the community.

A beauty spot is Lowville Park which resounds with the shouts of day campers and picnicking families. William Robertson, Reeve of Nelson Township 1944 to 1946, headed a group of men, some of them prominent Burlington businessmen who in 1945 bought the land which became Lowville Park, at the foot of the hill on the Guelph Line. The land was covered with thick hawthorne brush which took 56 men and 11 tractors a whole day to clear out. With amalgamation in 1958, the Town of Burlington took over the park and built a new bridge and refreshment stand.

Now, during the summer especially, Lowville is no longer secluded in its valley. As visitors to the park come over the crest of the hill the beauty of the scene below them is almost as impressive as it must have been when the first settlers arrived to make their new homes.

16

Zimmerman

Zimmerman, southeast of Lowville, at one time was a small centre catering to the needs of the farmers living nearby, its economy started by a mill and its social life centred for the most part around the churches

In the beautiful valley which lies between No 1 and No 2 sideroads on the Appleby Line, Henry P Zimmerman had his sawmill and built a large stone house This house is now occupied by Karl Cartwright and stands at the corner of the Appleby Line and No 2 sideroad.

As well as a general store, in the early years, there were two saw mills and a grist mill, a school, a shoe shop tailor, carpenter and black smith shops, and a woollen mill which was started but never finished The post office was in the store and the mail driver would deliver the mail from Burlington Two of the school pupils would fetch the letters for the children to take home after school

With the coming of the automobile and the growth of towns and cities to within easy driving distance, the shops and stores began to lose business In 1911, the grist mill burned down. The other old shops and mills were abandoned and either fell into ruins or were razed The last time a general store operated was in the 1930's when Miss Frances E Jones, of Toronto, bought the old Crawford home on the Appleby Line near the bridge over the Twelve Mile Creek and ran a small shop for a few years After she died the store was eventually torn down and the house renovated In later years the house was abandoned and fell into such a state of disrepair that it was condemned and taken down Thus the once thriving community has become only a memory today Its importance as a lumbering centre is all but forgotten

Five churches were once within driving distance of Zimmerman Lowville United and Davidson's were both originally Wesleyan Methodist Davidson's was a small frame church on the east side of the Appleby Line north of the present Zimmerman United The building was later used as a barn behind the parsonage but in 1907 it burned down All that is left is a small deserted cemetery on the Appleby Line near No. 4 sideroad, unused but owned by the Morden family

The other three churches, Mountain, Bethesda and Salem are also gone now, but memories of Salem have persisted. This is the church most of the Zimmerman residents attended. It stood on Walker's Line at the No. 2 sideroad until it was purchased by Kilbride residents and taken away to be their Community Hall. The cemetery still stands by the site of the church on land donated by the Bridgeman family and is still used for burials.

Salem Church earned a reputation for its camp meetings, in the 1870's. These revivals were held at many churches in the summer and became very popular before the turn of the century and the invention of the automobile. Salem camp meetings were held at the farm of Burwell Bridgeman. The "Evangelical Witness", a publication of the New Connexion Methodists announced: "Notice is hereby given of a camp meeting to be held on Mr. Bridgeman's farm near Salem Church, Nelson on September 11. Pasturage and stables for horses can be found in the vicinity at reasonable terms. No provision tent on the grounds and no provisions or groceries allowed to be sold on or near the ground on the Sabbath. Single tents $3.50, double $6.00 may be had by applying to Mr. Johnson, Zimmerman Post Office ... horses fed for 25¢ a day."

These meetings lasted a week on end, Thursday to Thursday and apart from the religious benefits they also provided a good camping holiday. Fires used to light many corners of the field at night and the sound of community singing echoed through the valley.

After the union of the Wesleyan and New Connexion Methodists, the Salem congregation joined Bethesda to become Zimmerman Methodist Church in 1882. Services were then held in an abandoned school which was also used for local boxing contests. This unique association was terminated when the congregation built its own church in 1891 at a cost of $2,900. Chairman of the building committee was Burwell Bridgeman. The new church was nearer the centre of the community on the Appleby Line where it still stands. Lowville became a charge, with Zimmerman parsonage located in Lowville. The old Zimmerman parsonage, sold in 1891, is now unused and still is on the Bridgeman farm, on the old section of the Appleby Line in the Zimmerman Valley.

This brick church was renovated and modernized a few years ago but the bucket tip up seats remained there from the time it was built in preference to pews.

Zimmerman is rather isolated by urban standards but Rev. Kenneth Griffiths, minister of the charge, said that although the congregation is predominently rural, more urban residents are coming into the community.

In 1854 the ratepayers of School Section No. 8 secured a site and erected a school house on the bank of the creek near the present church. It was a one-story frame building with a belfry in front. The only

playground was by the roadside or in the forest. There were no 'conveniences'.

By 1869 the population had increased until there were 80 children crowded into the small school. To meet the situation, a small frame building in the corner of Salem cemetery on Walker's Line was fitted up and the scholars on the Salem side of the creek went there while those on the other side stayed at Zimmerman on the Appleby Line. In 1872, a school to accommodate all the children was thought desirable. The trustees bought land from Johnson Zimmerman and during the winter the farmers drew gravel. In the spring of 1873 a two-story concrete school was erected complete with belfry and bell to summon the children. Trustees Thomas Watson, James Zimmerman, and Nathanial Lamb kept construction costs down to $3,800 but farmers around were concerned about the rise in taxes to $70 on one hundred acres to help pay for the new school.

A reunion in 1895, brought former students from near and afar. Dr. Charles Campbell, who came from New York, was appointed chairman of the festivities, and Richard Watson, secretary. It was a day for reminiscences and walks amid the haunts of childhood. Even a baptism was performed when Pastor Ruben Zimmerman, of Toronto, baptized his brother Dr. Solomon Zimmerman in the Creek at the foot of the hill, back of the old school house. It is said that in their enthusiasm one of them nearly drowned.

In 1929, a committee was formed to have the old school torn down and a new one erected. This one-story brick building was used until a new graded school, Fairview, was built in School Area No. 1. For a time the Zimmerman school was kept open for those wishing to continue to send their children there but in two years it was forced to close. It has been made into a residential duplex called the Fairview apartments.

This is all that remains of the Zimmerman of old, but residents for a few miles along the Appleby Line and across the sideroads still identify as a group, probably through church associations, and shared memories of the past. Some of the farmers have lived in the area for many years and three farms, those owned by the Bennetts, Bridgemans, and Campbells, have been family possessions well over 100 years.

17

Along Dundas Street—Nelson to Tansley

When Governor Simcoe conceived a military highway in 1792 to link York with LaTranche (now London) he may have realized it would open up the interior of Upper Canada Certainly, once it was in use from York to Ancaster in about 1800 settlements built up along it The stage coach began to run along Dundas St from Hamilton to Toronto in 1835 and hotels were opened to accommodate the travellers

One of the early settlements was around the corner of the Guelph Line and Dundas St and one of the first settlers there was Caleb Hopkins Caleb and his three brothers settled in Nelson township but Ephriam Hopkins who had also owned land in East Flamboro, moved on to Saltfleet Caleb stayed in Nelson and his house is still standing set back from the north side of Dundas St a few houses east of the Guelph Line

Like his father, Silas Hopkins, who it is said owned land in Aldershot overlooking the bay, Caleb was interested in the area's development, and became a Liberal member of the Upper Canada legislature in Toronto One of his rivals for this office was John Wetenhall, and both he and Hopkins were on Nelson township council in the first days of its existence

As more settlers came to live near the Guelph Line Dundas Street intersection the community became large enough to deserve a name of its own which Caleb Hopkins supplied He called it Hannahsville in honour of his wife Hannah The 1877 Atlas stated that the name was changed to Nelson Village after the post office was established there This, however, was in 1836 and as late as 1870 a registered plan of the area with small building lots mapped out still referred to the settlement as Hannahsville. Common usage dies hard and it was probably many years before the new name was accepted

The early settlers came to Nelson with high hopes An English day labourer, Thomas Hunt settled in Nelson where he and his brothers had bought land He wrote an encouraging letter home

'We are in a good country for poor folks' he said 'We have plenty of good fire and grog We make our own sugar, our own soap and candles

THE IRELAND HOME — BUILT BETWEEN 1835 1837

and bake good, light bread. We shall never want for water or timber. We have several adjoining houses, chiefly English people. We can raise up a good house in a little while at little expense . . . It is called the healthiest place in Upper Canada . . . They that think to work may do well."

Joseph Birney settled in Nelson after fighting in the War of 1812 and using his trade of ship's carpenter to help build a bridge across the gap at Burlington Heights. Colonel William Chisholm was another War of 1812 veteran who settled on a Nelson farm in 1816. He built up a large mercantile business as well as his farm and in 1835 was made the first postmaster of Nelson P.O., the second in Ontario. The same year he was made postmaster of Oakville and in 1838 he moved there.

Joseph Ireland came to Canada in 1812 as a regimental officer and was married in Ancaster. In 1834 he bought land near Dundas Street by the Guelph Line and built a house between 1835 and 1837. This structure was patterned from a typical country squire's home and is still standing north of M. M. Robinson High School on the west side of the Guelph Line, still the home of an Ireland, George. It is considered the oldest house in what is now Burlington. The family was prolific and the Ireland name has spread throughout the area.

David R. Springer, son of a pioneer Hamilton family, moved from a farm in the Hamilton area to Nelson in 1835. He was a Justice of the Peace for 55 years. He organized the first agricultural shows in Nelson

and took an active part in the founding of the Provincial Agricultural Association in 1846

According to the township records there were three inns near the corners of Hannahsville In 1836 a meeting of the inhabitants of the township was held at the inn of William Chisholm The council met in B Naisbitt s Inn in 1852 and for the same year the Ward 2 voting was at Richard Hull s Inn, Hannahsville Township council met in other inns as well until a proper township hall was built in 1853

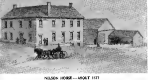
The hall, built on land donated by Stephen Atkinson was 60 feet by 120 feet Mr Atkinson also donated what was a princely sum for those days, £30 Thereafter the hall was put to many uses, one of which was the agricultural shows In January 1897 the Literary Society was given permission to hold meetings in the township hall 'providing they clean it up after and be responsible for damage '

There was in the early days a school house on the northeast corner of the Guelph Line and Dundas Street No one today remembers the official name of the school but the children used to call it Ballykill Bay Nelson s Anglican Church, St John s, held its first service in the building and Clarkson Freeman, according to the 1877 Atlas "attended the common school a year under the instruction of Thomas Baxter of Nelson Robert Kerr Chisholm William Chisholm s son, also received his education in the common school in Nelson before moving to Oakville

In August 1872 Peter McCulloch sold an acre of land for S.S. No 5 The fine red brick school house was built a little to the north on the eastern side of the Guelph Line It was used until 1951 but now stands unused The original trustees were William Davidson, John Gordon and William Richardson

In 1864 A G McCay was instructed by the Nelson township council to "procure plank and other material for a sidewalk from the town hall to the crossroad at the corner and to cause the same to be made" By this time the population was probably about at its peak The lumber fever was in full swing and the teamsters hauling wood down the Guelph Line to Port Nelson and Wellington Square swelled the town s business, and made it an important stopping place An old map dated 1855 shows the Guelph Line as a plank road for a portion of its length mainly around the crossroad which was most heavily travelled The wooden surface kept the dirt road from becoming a bog in wet weather

By 1877, as well as the township hall and schoolhouse, there was a drill shed three churches and a hotel the Nelson House whose proprietor was M S Atkinson This hotel on the southeast corner of the crossroad is still standing today as a private residential dwelling In 1877 R D Ireland and George McKerlie each owned saw mills and McGowan and Smith and William Cartwright were both carriage making firms. The general store was run by Thomas Selby in 1877 who also looked after a



NELSON HOUSE — ABOUT 1877

post office and telegraph office on the premises. The other corner also had a store at one time. The brick store on the northwest corner was owned by the Springers for some time but in about 1950 the building burned down. It was replaced by the present store and restaurant. There were blacksmiths over the years, too, and a man named Chamberlain, who owned a water pump repair shop. The children called him "Pumpy."

An 1858 sensation for Nelson was the Milton hanging of a pioneer Nelson farmer. A hero of the War of 1812, he became an alcoholic and shot his daughter. After a five-year prison term, he returned to Nelson and "threw himself headlong into a fresh career of dissipation." Finally in November, 1857, he shot the two women with whom he was living and the newspapers proceeded to have a field day. A minute-by-minute account of the poor man's last hours was printed including his speech on the gallows at 3 p.m. November 30, 1858, in which he warned, "Beware of bad company." Everyone in the county who could come was there to see the hanging. Before daybreak sleighs and wagons were arriving and women appeared to outnumber men. It was said the people "laughed and jested and talked as merrily as if they were come to a wedding instead of a hanging."

As the farming community near Nelson became more populous, the religious needs of the people were met with the erection of churches. The old Methodist church records were apparently destroyed with personal belongings on the death of a former treasurer, David Springer. There were said to be two thriving Methodist congregations in the early part of the 19th century. One of these worshipped in a stone church at the foot of what is now Cedar Springs Road built and donated by Charles Tuck The church was later used as a home and has since been demolished

The other branch built a frame church just forty feet west of where the present building now stands a little west of the Guelph Line on Dundas Street Moses McCay, a trustee, deeded in 1830 the acre of land needed for the building to the trustees, for £5 The trustees including Mr McCay himself were David Pitcher, Isaac Van Norman, John Bastedo David and Ebenezer Griffin and Justin W Williams

This frame church, which boasted a gallery served until 1859 when the present church was built During these years the two congregations were friendly until, strangely, the Methodist Union of 1875 It was not long however, before the local feeling of fellowship triumphed and the congregations banded together into one and closed the branch on the Cedar Springs Road at what had been known as Tuck's corner

These Nelson churches had always been a part of the Waterdown ministry with the ministers living in Waterdown In 1925 Nelson became a joint charge with Appleby In June 1959, when Appleby United Church's membership had grown large enough to have its own minister Nelson United Church joined with Palermo The minister still resides in Palermo and serves the two churches

The churches of Nelson all suffered a decline in membership, especially severe during the 1920's and 1930's They managed to survive, however, and now with the growth in residential building bringing houses closer to the Dundas highway or No 5 Highway as it is known the churches are hopeful for better days

The history of St John's Anglican Church on the No 5 Highway a little west of the Guelph Line is closely tied in with the Ireland family for it was they who did much to stimulate early interest The Ireland name is carved on many of the gravestones in the church's graveyard

In 1835 the farmers around Nelson who had made the arduous journey down to St Luke's in Wellington Square decided they wanted a church of their own William Spence, an Irish farmer who had settled at Nelson, obtained an introductory letter from the Archbishop of Dublin to Bishop Stuart of Quebec, there being no Niagara Diocese With this letter Spence, Joseph Ireland, and John Wetenhall went to see the Bishop and were given permission to hold their own services

The first service was on November 15 1835, in the old schoolhouse called Ballykill Bay The minister who served the St Luke's congregation Rev F Mack, came up to Nelson In 1838, the group was ready to begin a building program William McKay was named chairman of the building committee Once more the Atkinson family donated three-quarters of an acre for a church and cemetery

The contract was let to John Malcolm, William Grant and Alexander Brown for £348 and the building was dedicated in 1842.

By this time the rector of St. Luke's was Dr. Thomas Greene from Ireland, who continued to travel between the two churches. The pews in the new church were in the contemporary style with gates at each end. They were auctioned to the parishioners and sold for one pound each. Each family in the congregation then had its own pew for which it paid an annual rental. Six pews were free. One of the first donations to the church was a communion service of silver given in 1841 by the Stuart Mission Society. This service is still in use.

In 1890 Nelson joined with Lowville and Nassagaweya after a period of three years being attached to the Waterdown church. During this period one of the ministers was a Rev. Seaman whose son William married Florence Ireland, the sister of George Ireland of the Guelph Line. The ceremony was performed in St. John's Church. The linking with Lowville and Nassagaweya was not too successful due to the long distance between the centres. It was 17 miles which was a considerable drive in the horse and buggy days. Nelson Church was closed about 1893.

In a year-and-a-half there was once more a congregation wanting to use St. John's so a lay reader was procured and services were resumed. The attendance increased enough to justify re-union with St. Luke's in 1895. By this time the church building was in a bad state of repair with windows broken, plaster off the walls, the roof leaking. The congregation went to work and made repairs in time for a new opening ceremony. In May, 1910, St. John's joined with Palermo and Omagh.

In 1922, when Rev. H. Newton-Smith left the charge, St. John's was again in danger of being closed. Divinity students filled in for a while until the congregation once more joined with that of Grace Church, Waterdown, with which it is still linked today. Centennial celebrations were held in 1942. One of the guest speakers was Rev. William Seaman who had married into the Ireland family.

Farther east along the No. 5 Highway is St. Paul's Presbyterian Church, west of Walker's Line. St. Paul's is the oldest Presbyterian church in the area and one of the oldest congregations. In 1816 Rev. William Jenkins made visits from Scarboro to Hugh McLaren's barn and Bastedo's house where he conducted services. By 1819 Rev. William King was holding services in a house situated to the east of the present church. Within three years this staunch group of British immigrants and Loyalists had built their small church west of the present one.

This congregation was the only one in the Nelson Tansley district to have had its own minister. This was partly due to circumstances and the fortuitous arrival of Mr. King. This energetic man of God purchased a farm soon after his arrival in Canada and this became his headquarters. The farmers around could afford to pay a minister very little so the

profits from the farm kept the King family supported for the next thirty years.

During this period Mr. King started services in Waterdown and travelled into outlying areas, baptizing, marrying and burying. In 1852 he retired, and died at the age of 69. He was buried at the rear of the church in the small cemetery which has been well maintained since about 1820.

The King farm is now owned by the Norton family and is the depot for Burlington's transportation system, the C. H. Norton Bus Lines.

The first elders of St. Paul's were Gilbert Bastedo, William McKerlie and Hugh Green, soon after joined by Neil Johnson. The congregation of St. Paul's outgrew the first little church which began to show signs of age. In February, 1868, at a cost of $1,500 a new brick church was completed, much of the construction work being done by the parishioners themselves. In 1877, on re-organization of charges after Presbyterian church union St. Paul's joined with Kilbride.

In 1880 St. Paul's separated from the Kilbride circuit and became attached to Knox Church in Burlington until 1884. At this time St. Paul's "teamed" with another Knox, the one at the "Sixteen". Today still another Knox, in Waterdown, shares its minister with St. Paul's. The Tansley manse of St. Paul's, no longer needed, was torn down in 1964 to make room for railway expansion.

At Tansley, which is the area just west of the Town Line on the No. 5 Highway, a community grew up around the waterpower of the Twelve Mile Creek. A mill was built which probably attracted the early settlers. In 1877, the mill was still operating but by the turn of the century it had been abandoned.

The small village, like Hannahsville, had its own name, St. Ann's, which died hard. It is not known when the name was officially changed but it must have been between 1881 and 1890 according to local residents. Apparently there had been confusion with a St. Ann's near St. Catharines. The man who kept the post office at the Nelson St. Ann's, so they say, was a Mr. Tansley so his name was used for the postal address.

By 1890 the postmaster was John Bunton. Like the Aldershot Sinclairs, and the Burlington Pearts, the Bunton family passed the job along, first to Mrs. Bunton after John's death, and then to Emma, a daughter. Another daughter, Beatrice, recalled the postmaster's salary, based on revenue received was $24 in 1901. By the time the post office closed to make way for rural delivery from Freeman, the sum was $100 a year.

At the turn of the century, the mail carrier lived in Zimmerman where he picked up the mail, then arrived at Tansley at 6 a.m. From there he went to Nelson and on to Burlington Junction at Freeman

The mail was put on the early train about 7 a.m. The carrier would arrive back at Tansley with the incoming mail between 1 and 2 p.m.

The area was comparatively well populated in the latter decades of the 19th century with a cluster of houses near the creek. A hall of the Grange of the Patrons of Husbandry was located on the west side of the Appleby Line just north of the intersection with Dundas Street. It was a "tall" building of two storeys and dances were held upstairs. These granges were a type of farmers' co-operative society which bought goods in bulk for its members.

As well as serving as postmaster, John Bunton also ran a hotel for a few years in his eleven-room house, in the 1890's. There was a beverage room in the front downstairs and after Mr. Bunton gave this up, the family continued to serve meals for a while and take overnight guests.

An amusing story is told of the days when John Bunton was postmaster and barkeeper. The Presbyterian minister thought the Bunton establishment was a dreadful, sinful place and he felt it unthinkable that the government should have the post office there. He wrote to the Postmaster General complaining that the atmosphere was so bad that he wouldn't set foot in the place himself—but had to send the hired girl instead!

St. Ann's was the stop on the stage coach route before the Trafalgar stop at the Sixteen Mile Creek. These creeks posed a transportation problem which was solved at the Twelve by a small bridge at the bottom of the river's bank. Residents of the area remember how as children they used to sleighride down the west bank of the creek which was not so steep. The road wound down into the ravine and across a small iron bridge at the bottom.

When the first bridge was built is not certain, but an item in Nelson township minutes notes work done on it in February 1850 when "George Vanfleet was paid £26 10s., being the amount due him upon his contract for repairing the bridge across the Twelve Mile Creek on Dundas Street." In November 1850 William Bunton was paid £1 8s 7½d for labour performed on the Twelve bridge. His son John, who counted pathmaster among his many duties, was paid $63.23 for repairs to the bridge and hill at St. Ann's.

By the end of World War I, when many projects were being undertaken, the Ontario Department of Highways realized the old bridge was outmoded. The next year the annual report of the Department of Public Highways included this item, "1919 the Tansley Bridge over the Twelve Mile Creek in Halton County on Dundas Street in the township of Nelson was erected at a cost of approximately $115,000. This bridge has a maximum height of 98 feet above the creek bed, concrete abutments, and four piers, has a steel superstructure 542.5 feet in length and concrete floor 20 feet in width."

Over the years there have been three schools at Tansley The first has passed unrecorded into the limbo of the past but Beatrice Bunton has memories of the second and third. The second school, S.S. No 7, on the south side of the No 5 Highway, just west of Appleby Line, was a large two-story building made of concrete plastered over a wood frame, and marked to resemble blocks as was the fashion in those days. The boys used to pick pieces of the cement out. The large second floor room with a yellow blackboard was not being used by the turn of the century except on rainy days when it was a good place to play at recess

The third school of brick is very familiar to Miss Bunton who taught there from 1923 to 1939 It was a one-room school made of brick and in Miss Bunton's time heated with a wood-burning Waterbury heater. This building is still standing but no longer used as a school

Among the early immigrants to Tansley were the Emersons When they were sailing to America their ship was wrecked in a wild storm off the east coast The whole family perished except the father and young John who lost three of his toes which were frostbitten in the sea. Father and son settled at St Ann's

A later generation of Emersons was noted for its ice-cream It was made in Emersons' farmhouse south of Dundas Street on what is now Orchard Road Motorists used to line the long lane to the house to purchase the delicacy In the early 1930's the family bought a piece of land on No 5 Highway and put up a small frame building to dispense the product The ice cream was made in the basement in a big wooden tub-freezer turned by a gas engine Thick cream was used with fresh fruit for flavouring In 1948, Emerson Colling bought the business, and operates a variety store on the site

Jim Emerson ran a popular ice-cream parlor in Burlington on Brant St in the days of the First World War

A link with the past of the area is an old cemetery west of Colling's store, marked on the 1877 Atlas The land is privately owned and no longer used for burials.

18

Appleby: The Disappearance of a Community

Just a decade ago, Appleby was a hamlet at the intersection of Appleby Line and the Queen Elizabeth Way. There was a public school, a post-office, a church, a house formerly an hotel, a blacksmith shop, the home of the veterinarian, the teacher's house, and a community hall.

Appleby, however, was more than a hamlet. It was really the community made up of the four sections of land which went out from the post-office, school and church. It is almost certain that Appleby received its name from the village in England, since several of its pioneers, Thomas Atkinson, Thomas Alton, and the Fothergills came from Appleby in Westmoreland, England.

One of the first settlers was a Miss Stringer in 1809 who obtained a Crown deed and settled on the farm at the Trafalgar and Middle Road corner. When United Empire Loyalist Isaac Van Norman came in 1810 and built his home, there was only one other house between it and Burlington Heights.

In 1819 Thomas Alton came from England and the Breckons came in 1830. Other familiar names from the early days were Blanshards, Clines, Lucas, Dynes, and Cotters. Most of the early settlers were from the British Isles, especially England, although some were Pennsylvania Dutch. One family who came to Appleby Line in more recent years were the Richardsons. Mrs. Joseph Richardson attended school in Appleby, England, and her family later studied at the public school here at Appleby.

One of the early roads in this area was an old Indian trail just below the ridge which was the ancient shoreline of Lake Ontario. In 1806 the Middle Road was surveyed and eventually built in 1838, later to become the modern Queen Elizabeth Way built in 1936.

Interest in the area was shown by the planning for the first railroad. Work began in 1847 on the Great Western Railroad (now CNR) and took seven years to complete. This opened new vistas for trade and industry, plus faster mail service.

Appleby Post Office was established February 6 1857, with Thomas Atkinson as first postmaster. Mail was carried from Wellington Square to Nelson and Zimmerman and then down the Appleby Line. It started as a twice-a-week delivery, and later the service was extended to three times a week. Previous to 1857 mail was available at Nelson, coming by stage coach in the winter and by boat in summer. The G.T.R. set up a flag station on the Appleby Line in 1870 and in later years the Prescott family looked after the post office until the establishment of rural mail in 1915

In the days when teaming of lumber and grain was carried on, blacksmiths performed a useful service and at one time there were four busy blacksmith shops in the area. The community also had saw mills or grist mills on practically every creek, and taverns were built at many cross roads.

Early pioneers in the Appleby area lost no time in making provision for their religious and educational needs. Previous to 1846 there were two schools, one at the Nelson Trafalgar town line and the other on the Edwin Blanshard farm. These both were replaced in 1846 when a school was built on the northeast corner of Appleby Line and the Middle Road. The brick building which was later constructed in its place in 1863 and called S.S. No. 3 Nelson, is the one which was torn down almost a century later to make way for the North Service Road

The early Appleby School area extended from the lake shore north to the Upper Concession (Upper Middle Road) and from Walker's Line to the Nelson Trafalgar town line. Children from the Trafalgar side of the line also attended this school

In 1913 the new Strathcona school was built between the lake and Lower Concession (New Street) on Walker's Line. Children were directed to the school section in which they lived, and a small fee was charged those attending Appleby School from outside the section.

There was great rivalry between the teachers of the schools at Appleby and Bronte, in seeing who would pass the most pupils at entrance examination time

First religious services in the community were Methodist meetings held at the home of Isaac Van Norman as early as 1824. Neighbours met at the call of a conch-shell horn which could be heard for five miles, when the 'saddlebag preacher' had arrived, regardless of day or hour. This sometimes caused problems on a working day when he ran the risk of his voice being drowned out by the buzz of the nearby saw-mill on the Van Norman farm

The Van Normans were a typical pioneering family who built their home out of bushland, after acquiring a Crown deed to 200 acres in 1810. Isaac built a saw-mill which was powered from a stream running

VILLAGE OF APPLEBY—ABOUT 1946

through his farm. Neighbours brought their logs to him and took home lumber for their homes and barns.

The Van Norman daughter, Jane, was the first woman in Upper Canada to earn a Bachelor of Arts degree and she later taught in the Burlington Ladies' Academy, Hamilton, founded by her brother, Daniel. She married Aaron D. Emory and religious services held in their home at Aldershot led to the founding of East Plains United Church. Great grandchildren of this marriage still reside in Burlington.

Mr. Van Norman was eminently suited to become the lay preacher at Appleby and he warmly welcomed the horse-riding ministers who usually visited every month. One of the first preachers to brave the wilds in this area was Rev. Egerton Ryerson who later became the founder of the public school system in Ontario.

Some years after services began in his home, Mr. Van Norman built a small frame church on his property, just opposite the old Mount Vernon cemetery, not far from the one on Appleby Line. In one corner there are buried the men who died of dysentery while building the tracks for the Great Western Railway in 1854.

Foreseeing the growth to come, a larger brick church was built in 1846 on the west side of Appleby Line just south of the Middle Road. The ladies gained quite a reputation for their chicken dinners, and when the railroad was built, people would come by train from Hamilton and Oakville to be met by local farmers who drove them in wagons to the church suppers.

The first Sunday School, an auxiliary to the Wesleyan Methodists, was started in 1839 in the log school on the Mathewman farm at Middle Road and the Town Line. It was called the Nelson Middle Road Sunday School Society and early officers were John Lucas, Aaron D. Emory, W. Van Norman, Benjamin Mathewman, James Teeple and John Breckon. A membership fee of two shillings and six pence was subscribed by each pupil.

In 1906 when Rev. G. K. Bradshaw was pastor, a new larger church was erected on the Middle Road and this in turn had to be torn down when the Queen Elizabeth Way overpass and service roads were built in 1958. The congregation voted to rebuild in a more populated area and the result was the modern Appleby United Church, constructed in the heart of the Shoreacres survey on Spruce Avenue.

Only a small pile of rubble and a thorny hedge mark the place where the former church once stood. Only old-timers are nostalgic about the corner of Appleby Line and the QEW, once the hub of a busy farm community.

19

Aldershot

Now part of the Town of Burlington, Aldershot, although never an incorporated village, always had a strong sense of identity. Its boundaries were somewhat sketchy and even as late as 1965, Hamilton and Burlington were not sure of Aldershot's western border. In that year a heavy piece of equipment went through the Valley Inn bridge. The bordering municipalities debated which should pay for the damage. It was finally determined the bridge was about 250 feet outside Burlington's boundary and Hamilton and West Flamboro were left to argue it out.

Aldershot "on the Plain" attracted the earliest settlers to the bay region. David Fonger settled in 1783 on the Indian trail which ran from the boundary of the Mississauga Indian reserve to Burlington Heights and called Centre Road by Augustus Jones. Fonger's land on Lot 5 Concession 1 which later became the Emery and Gallagher farms was purchased from Lt. Alex MacDonel. David Fonger Jr. settled in Aldershot in 1830. The Fonger family cemetery was on the site of St. Matthew's Church, across from their home.

Another of the first settlers was George Chisholm, a Scot who emigrated to New York in 1773. After the Revolutionary War he settled in Niagara and in 1794 came to the shore of Burlington Bay.

In 1791 William Applegarth arrived from England and settled on a Crown grant at "Oaklands". His farm stretched from east of the present LaSalle Park Road to west of the present Dominion store and down to the Bay front. The first grist mill was built by William Applegarth in Hidden Valley in 1809 when salmon abounded in his stream. The mill was destroyed by fire in 1812 and re-built. The second shared the same fate as the first but a third mill lasted until it fell into decay in recent years.

One of the houses on the estate became a cheese factory and in later years was the home of the Crouchley family. A second large dwelling was erected at Oaklands by John Fuller, son of the first Anglican Bishop of Niagara who had bought the Applegarth farm. In 1874 the gate house was put up at the entrance to the estate, and later razed with other of the estate buildings to make way for a shopping plaza of modern times.

In 1806 Colonel Brown, an agent for the North Western Fur Traders Company in York, bought several hundred acres in Waterdown Heights. His grandson, Alex, married Sarah Applegarth, granddaughter of William Her grandfather divided his estate keeping Oaklands as the homestead and the land from Oaklands to the present St Matthew's Church became known as the Brown property

In the late 1840's, Brown built the wharf named after him and stacked cord wood there for the lake steamers to pick up As early as 1828 Ebenezer Griffin a Waterdown miller, used the bay to ship his flour on the first lap of its journey to wholesale houses in Montreal and Quebec A generation later Brown's wharf was handling the grist trade of his sons who sold not only to nearby markets but those in the distant Maritimes Woollen goods were shipped from the Griffin carding mills, one of the first to be equipped with a double set carding machine Stone from the quarries of Waterdown was another export One of the last shipments from the wharf was 15 000 to 20 000 barrels of apples in 1897 As with any port the presence of the sailors made necessary a tavern and a bakery and their proprietors did a big business while the boom was on

Alex Brown whose home was where LaSalle Park pavilion now stands, was, along with his father in law, William Applegarth, a commissioner of the Burlington Beach canal project from 1823 to 1832

Adam Fergusson settled in the Aldershot Waterdown vicinity to the north in 1792 and in the 1840's the Gallagher family arrived there It was not until 1879 that John Gallagher and his wife Mary Simpson, descendant of the Simpsons who first settled the Kilbride district, moved to the first dirt road which was called Plains Road by then

John Gallagher's eldest son, Richard, married and moved to live in Hamilton where he founded Canada Business College A younger son George, stayed on the farm with his father The farm consisted of 100 acres when John Gallagher purchased it from David Fonger He raised cattle and planted a fine apple orchard on the front of the property Some of the trees are still standing

In 1910, George Gallagher, his son purchased an additional 65 acres from the Johnson family and raised cattle and pigs and branched into market gardening and fruit farming His sons Howard Gordon, Percy, and Norman took their place in the management of the farm and planted more fruit trees From 1925 to 1933 four apple orchards of some 2,250 trees were set out, as well as 200 cherry trees and a large vineyard On September 17, 1927, 250 growers from all over Ontario gathered at the farm to see the results of scientific apple growing. Melon growing became one of the farm's specialties and one week in August 1931, two thousand 20-quart baskets of melons were picked and packed daily for shipment to Winnipeg, Montreal, and Toronto

In 1961, the Department of Highways purchased 16 acres of the Gallagher farm to build the 403 Highway. In 1962, the C.N.R. purchased 30 acres of land which included the cherry orchards and vineyard, to build additional railroad facilities. In 1965, the Tridon Manufacturing Company purchased the Courtland apple orchard for their factory site. Cuna Mutual Insurance Society purchased another of the apple orchards for its Canadian headquarters building and close by Plains Road, Percy Gallagher opened the White Oaks residential survey.

The Charles C. King property, "Crown Farm," ran from Campbell's Corners (King Road and Q.E.W.) to the bay. The homestead still stands on King Road opposite Greenwood Drive. A few years prior to Charles King's death in 1919, an acreage was sold to developer W. D. Flatt for a residential survey and at this time the King family cemetery was moved to Greenwood Cemetery.

The Long family was related to the Kings through the marriage of George Long and Emma King in 1884. Longs operated a dairy on their land and later Harry Long, who was a Reeve of East Flamboro, turned to market gardening. The Long Acres subdivision was carved from the Long farm.

The route down King Road, east along Greenwood and down to the beach was once called the "sand strip." Old timers remembered a narrow gauge railway which ran along the strip from a quarry up beyond Campbell's Corners. During this time Greenwood Drive was the north shore road before the No. 2 Highway was put in.

The tip of land in West Aldershot pointing southward into the Bay was a part of 40 acres of land purchased by Peter Carroll, a land surveyor and road builder. After his marriage in 1836 he began to build a baronial castle overlooking the bay. When completed, Rock Bay mansion was all he had dreamed of and he and his wife dubbed "Lady Carroll" lived there with servants to care for them. Carroll was one of the first to succeed in growing peaches outdoors in Ontario. Besides his farming interests he was kept busy as a director of the Great Western Railway and a member of the board of the Gore Bank. He was defeated in two attempts to be elected as a Tory member of the Assembly.

The Carrolls left no heirs and eventually the deserted mansion was destroyed by fire. On the estate today is Woodland Cemetery and the name is carried on in Carroll's Point, the wooded peninsula at the end of the Bay.

Charles Scheer lived at the gate house of the Carroll estate. He worked for the Wanzer Sewing Machine Company in Hamilton and he and his wife also worked for the Carrolls. Scheer purchased two acres of land in West Aldershot, part of the Hendrie estate and on this small plot went into market gardening. He bought more land farther east, from the Schoan family. He was one of the first farmers to develop and grow the salmon flesh cantaloupes for which Aldershot became famous. Three of the Scheer family homes are still standing, one at 192 Plains Road east across from the Emery's Market, a second occupied by Duncan Fraser Ltd., on Plains Road and a third, serving now as apartments on the north side of Plains Road opposite Filmandale.

Early settlers were Peter Smoke and his family who moved to West Aldershot when Plains Road was a trail through the woods. Smoke carried grain in saddlebags to the Applegarth mill to be ground.

Jacob Filman, who had come with his family to Ancaster from Pennsylvania between 1776 and 1780, settled his son, Capt. James Conrad Filman, about 1850, on land stretching from Indian Point over to King Road. Where King Road meets North Shore Boulevard, his son John built a large home "Willowbank" in 1883. The intersection was known as Filman's Corners and the house later served as a dining establishment. It was destroyed by fire on February 25, 1963. A number of Filman family homes are still standing, surrounded by "Birdland" bungalows.

The street names in "Birdland", Finch, Lark, Tanager, Oriole, etc., are quite in keeping with the Filmans' love of feathered creatures. In a ravine just east of Shoreview Road, the family had dammed up a creek to form a pond which was a bird sanctuary beloved by all.

Giles Gorton Unsworth in 1848 bought land west of the Applegarth farm north of Plains Road. His son, Richard, was a teacher in Nelson's S.S. No. 2, now Lakeshore School. A younger son, Albert, operated a small knitting business. The building is on the north side of Plains Road, just east of Unsworth Avenue. Albert moved away but his son, George stayed on in Aldershot, purchased property across from his father's home and built small greenhouses about 1900. Between 1915 and 1940, six large greenhouses were constructed. Today there are three acres under glass.

At the foot of Unsworth Avenue, on the Bay shore, is a building used as a powder magazine in the latter part of the 19th century. Of solid brick, it was converted to a residence and is used as such today.

Robert Smiley came in 1855 and resided at the foot of the hill by Brown's wharf. The family later lived on a rise of ground 300 yards from Plains Road, across from the present Towers store. The house was later moved nearer the road to its present location. The farm, a 60-acre plot, now forms part of Hidden Valley Park. Robert Smiley was on the school board when S.S. No. 1, East Flamboro, was built at Smiley's side road (now Howard Road) and he donated part of his farm as the school site. His son, Joseph, was reeve of East Flamboro in 1911, and secretary treasurer for nine years.

In 1881, Henry Blessinger, of German descent, bought 40 acres north of Aldershot Corners to the C.N.R. tracks, on the west side of Waterdown

Road He drove to the market at Guelph to sell his produce and was one of the first farmers to hire Indians from the reservation near Brantford as summer help

With his son Roy, Henry Biesinger operated a coal business in the winter from the C.N R Station Henry's half sister Carolyn Fox, taught at Lemonville (now Howard) Road school and became the third wife of G W S Johnson, the author of the song "When You and I Were Young, Maggie" Lemonville Road got its name from Thomas Lemon of Lynden who bought 86 acres, including the Smiley land, for a fruit and vegetable farm Part of the farm later was sold to the Department of Highways for the building of the 403

Aaron Emery came to Aldershot from Appleby where he was favorably known to the Van Norman family being a staunch member of the Methodist group there A widower, one of whose daughters became Mrs Thomas Easterbrook Aaron fell in love with Jane Van Norman Isaac's daughter She taught at Burlington Academy in Hamilton founded by her brother, where incidentally one of Aaron's daughters was a student After their marriage, Aaron and Jane purchased land from the Fongers a part of which is now included in the White Oaks survey Members of the family W A Emery and his son Russell operated the farm and later the highway market In 1930 Russell Emery became Warden of Wentworth county an office held in 1908 by his father

Russell and W A Emery participated in an experiment a few years after the Boer War ended They along with Walter and John Horne decided to export apples to South Africa

When the first shipment went astray they determined to make sure there was no trouble with the next so along with the apples went Mr and Mrs W A. Emery and Russell and Walter and John Horne This venture was believed to be the first time Canadian apples had been exported

The Hornes were descended from the George Horne family who came from England in 1873 and settled on Plains Road The sons Walter and John developed a successful fruit farm Walter, who was treasurer of East Plains Church for 42 years built his home east of where the Busy Bee Supermarket now stands The farm site of the Godwins' "Maplehurst" west of the Hornes held 6 000 fruit trees Part of it today constitutes the fairways of the Burlington Golf Course, and the Horne farm also has contributed some of its acres to make the beautiful course possible

When the Fuller estate was disposed of about 1889, part of the farm was purchased by Otto Schoan a descendant of William Schoan, who had settled in the Waterdown area from Germany in 1861 These 20 acres Otto Schoan turned into a successful market garden where he developed the famous Hamilton Market Hot Pepper He also specialized

in early varieties of tomatoes and was once host to a delegation from New York Agricultural College who were interested in studying his agricultural methods.

The other section of the Fuller farm, including Oaklands, was purchased by Thomas B. Townsend of Hamilton, an engineer, who had helped to rebuild the High Level bridge. Oaklands was one of the few houses which boasted plumbing. The Townsends did not occupy it at first and vandals wrought a great deal of havoc before the owners moved in. Thomas Townsend's son was a Waterdown coal dealer who built his home on a hill overlooking Hidden Valley.

The family of Nathanial Scott lived at Oaklands in the original Applegarth home. Lily Scott who took up market gardening after her husband's death played an active part in local community affairs. She was one of the first women to attend local political meetings. Her son, R. L. Scott, returning from World War I, set up the Aldershot Distributing Company, and cold storage plant.

The Wyatt family, who founded St. Matthew's Church, came from England in 1845. Herberton House, 164 Townsend Avenue East, was the family home. Initially a lovely dwelling, the house was turned into a duplex and the circular staircase altered. The place is being returned to its original elegance by the Scholes family who have secured the original floor plan to guide their restoration efforts.

Capt. William Hall came from Burlington in 1878, forsaking the lakes for a farm near the corner of Filmandale and Plains Road. A motel is on former Hall land.

Job's Lane is named for the family of John S. Job who settled in that vicinity in 1880. John R. Job farmed on land west of Campbell's Corners. The Walter B. Job Ltd. feed business on Plains Road was started in 1928.

Campbell's Corners is a misnomer. Once at that spot, there was a sign, "Campbellville Village Inn", with an arrow pointing east. In time the sign became broken and only the word "Campbell" was left. Bus drivers would call out, "Campbell's Corners" and the name stuck.

The Easterbrook family home, 'Inverness', is near the north-east corner. Thomas Easterbrook came to Aldershot in 1859, after settling in Canada in 1831 from England. His brother, William, had the toll gate at Campbell's Corners. Thomas was married twice and had two families. Among his descendants are Pearts, Smales, Lambsheads, Jobs, and Smiths.

The Easterbrooks had two brickyards and two saw mills. Clay used for making bricks is still available. Another brickyard, on the south side of the highway was owned by William Gibbs. His son, Tommy, was a non-conformist. He dressed strangely and lived in a hut on the Bay shore just west of Burlington. Boys skipped school to visit him and hear his stories. He earned a living by digging drains. It is related that when he started the day's work, he would toss the loaf of bread for his lunch ahead of him and where it landed would mark the spot where he would cease from his morning's labours.

The western stretches of Aldershot once embraced the Hendrie farm. The old outlet from Cootes Paradise to the Bay was at the foot of the Hendrie property, not at the High Level Bridge where it is now. William Hendrie and Daniel C. Flatt were the first to raise Holstein cattle in Wentworth county. From there the Hendries went on to raise purebred racing horses, among them Martimas and Lyddite, winner of the first King's Plate in 1901.

Eddie Whyte worked at the Hendrie stables as a boy before the turn of the century. He became their horse trainer and in the 25 years of his career gained a reputation as one of the best trainers in North America. He lived on Unsworth Road. Whyte's efforts were crowned with the achievements of Martimas, born in 1896, whose winnings totaled $52,000. A stone to Martimas' memory is in the garden of 1092 Unsworth Avenue N., once the Hendrie summer residence.

The Hendrie's groundsman's home at 1064 Unsworth Avenue has been enlarged and is occupied by the family of Leslie Laking, director of the Royal Botanical Gardens. The jockey's house was moved in two sections from Plains Road. One half is on Patricia Drive, at the foot of Gorton Avenue, and the other is to the west, on Patricia.

The Hendrie family founded Hendrie Cartage in Hamilton and a son of William Sr., Sir John S. Hendrie, was mayor of Hamilton and lieutenant-governor of Ontario.

In September, 1931, 122 acres of Valley Farm were presented by George M. Hendrie to the city of Hamilton as a park in memory of his father, William, and his four brothers. This land was turned over to the Royal Botanical Gardens to become Hendrie Park and part of it, opposite the administration building, is now the Centennial Rose Garden. The ornate Hendrie Gates, designed by Fred J. Flatman, were dedicated Tuesday, October 12, 1954, and are an outstanding contribution to the park at the sweeping highway curve.

When Hamilton consisted of little more than a blacksmith shop and a few buildings, Daniel Freeman Sovereign settled in Aldershot on a Crown grant as a United Empire Loyalist at the time of the American Revolutionary War. His ancestors had emigrated to America about the middle of the 18th century. The original Sovereign homestead was torn down to make way for the Queen Elizabeth Way but a later Sovereign dwelling is the home of Earl Sovereign at 1176 Plains Road east.

West of this home, next to the 1017 Plains Road home of Ross Peart, is a brick wall overlooking the highway. Behind it is the Union

burial grounds, established in 1848. Ten families started the small cemetery on land owned by Ashael Davis. These early settlers were: Tom Baxter, Joshua Kerns, Jacob Fisher, Charles G. and Gilbert Davis, sons of Ashael Davis, George Ghent, Ashael Gage, James Gage and David Ghent. Other well known families came later, Cummings, Pearts, Fosters and Crosbys.

There are still other old Aldershot families whose names should be remembered, the Cutters, the Hopcotts, the Manns, the Bowens, the Vyses, Haywards and Bullocks. A few farmers still remain but in the southern section of Aldershot the land is becoming occupied by homes and Plains Road is lined with commercial establishments. The beauty that once was, is known no more.

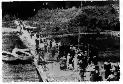
Aldershot had its share of amusement parks on the bay. The earliest was the Bayview operated by George Midwinter and later by Matthew Ryan. The park, begun in the 1880's, flourished for many years. Situated at Rock Bay where the Carrolls once lived, it was reached from Hamilton by steamer. For many years the "Lillie", the "Shamrock" or the "Maggie Mason" made frequent trips each day in the summer with crowds of fun-seekers.

The park on the embankment over 90 feet above the bay was reached by a small incline railway with two cars powered by a steam engine at the top of the bank. The more energetic could walk up one of the two stairways.

The merry-go-round was turned with a hand crank by an ex-sailor named Judd. There was a roller skating rink and the Bayview Brass Band accompanied the skating and dancing in the days before "canned music". Track and field sports were held and there were swings for young lovers and the small fry.

The Bayview Hotel housed a winter and summer bar, a pool room, restaurant, candy store and ice cream parlour. There were four bedrooms in the large section of the hotel and two summer houses, one overlooking the bay for dining. The great days passed, the incline fell into decay and eventually the Bayview was forgotten. Wabasso Park to the east became the place to go.

The land for this park was purchased by the Hamilton Parks Board of Management in 1912 and developed over a period of ten years. A pavilion was put up in 1918 looking just as it does today. A bathing house was constructed in 1922, an attractive functional building which later burned down. The ruins still stand down by the bay partially covered by underbrush. Several other buildings were constructed along with a dock, roller coaster and ferris wheel. Baseball diamonds, picnic facilities and pleasure walks were other attractions. Thousands would attend picnics and outings, arriving by car and boat. Tours and ferry services were offered by Canada Steamship Lines.



AWAITING THE MACASSA ON WABASSO DOCK

Wabasso Park's name was changed in 1925, when the Wentworth Historical Society erected a plaque to commemorate the landing of Sieur de LaSalle, the French explorer. In later years LaSalle Park, once one of southern Ontario's finest picnic and recreational grounds, ceased to attract. The ferris wheel and roller coaster were taken down and the pavilion stood idle and forlorn. A second monument stands in the park. It is a First World War cannon placed to overlook Hamilton Harbour. It provides a perch for climbing children who also enjoy splashing in the park's large wading pool.

Plains Road, running through Aldershot, was once the Hamilton Nelson toll road. Toll gates were set up at the Valley Inn, at Unsworth's, at Easterbrook's and on Waterdown Road. In the early days, when travel was by stage coach or horse-drawn vehicle, hotels were spotted at frequent intervals for the weary travellers. Over the years in Aldershot they were at Fenton's Valley Inn, the Bayview, Blains's on the south side of Plains Road near the Roman Catholic Cemetery, one by Unsworth Avenue, Kenny's near East Plains United Church rectory, Shorty Briggs' at the Bay by LaSalle Park, the Red Light Hotel at Hall's Corners, and the Roderick Hotel on the Waterdown Road near the Aldershot station.

One of the first businessmen in Aldershot was Robert Sinclair, a custom shoemaker who settled in 1856 at the south west corner of LaSalle Park Road and Plains Road, known as Aldershot Corners. Across on the south-east corner was a general store and post office and blacksmith shop. Coal oil for the lamps used in those days was stored behind the blacksmith shop. A spark from the forge one day started a fire that destroyed all the buildings on the corner.

The post office at Aldershot opened in December 1856, and the first postmaster was Alex Brown One of the postmasters was listed as J Roderick and in October, 1898 when George Sinclair, son of Robert took on the task it was the beginning of a family tradition George's son Bruce was postmaster until 1956 when he joined the staff of the Burlington post office When Bruce left, Jean his sister, took over the work

About 1913 a new building was put up on the north east corner as the Aldershot Post Office and general store It was remodelled into a drug store and eventually occupied by Fred Huffman In 1960 he sold it to Carl Rudolph who operated a variety store there. The Royal Bank which has a modern new branch east of "Rudy's" also began in this corner store using a part of it a few days a week The bank later built a small frame building on the site of its present establishment and the cash was transported back and forth between Hamilton and Aldershot

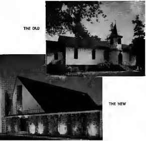
Across the road a row of modern stores just east of the south-east corner was built about 1958 and extended the next year to include a drug store The south west corner known as Joe's Place was a stage coach stop The renovated building continued to house small businesses until January 1964 when it burned down The site is now a part of the property of Aldershot Contractors Equipment, a firm founded by Robert A Henderson.

The Longacres Shopping Centre was begun in 1951 west of Campbell's Corners and two years later a post office was opened there

CHURCHES

Some of the Aldershot houses of worship date back to the early days The oldest congregation in the area is East Plains United, on Plains Road east It is believed services began in a log building The second church was said to have been on the present site of the Busy Bee Supermarket on the south side of Plains Road The third church was built in 1843 on land donated by Joseph Lyons This was a frame building with a Sunday School building attached

In 1858 Aaron Emery organized the Sunday School and was its superintendent for 26 years His wife, Jane, felt the school should not be stopped in the summer and for three years it was held all year round In 1892 a brick church was built at a time when there were 77 members This church was destroyed by fire in 1907 The pulpit carved by W E Peart and a china communion cup used by the original congregation were among the few items saved The same year a new church was put up at a cost of $9967



CHURCH OF ST. MATTHEW ON THE PLAIN—ALDERSHOT

In 1956 when a sanctuary and Fellowship Hall were added, the 521 members gave an example of the ecumenical spirit when they accepted the invitation of Holy Rosary Church to use the parish hall for services while the construction was continuing.

A Christian Education complex was completed in 1963 at a cost of $200,000.

Mr. and Mrs. Henry Wyatt, Anglicans, who had settled in Aldershot in 1845, felt the need for a church closer than St. Luke's in Burlington. In 1849, the first gift for their new church came from Lord Bayning in England. The money was invested and bore interest for many years before it was used. Matthew Clark, brother-in-law of Mrs. Wyatt, made two donations which paid for the majority of the cost of the church completed in September, 1861, at a cost of $1581.

The name of the Church of St. Matthew-on-the-Plain may have been used to honour St. Matthew since the church was dedicated the day after St. Matthew's feast day. On the other hand the name of the generous donor Matthew Clark may have inspired the choice. Seats were placed around the walls until pews were installed years later. It was called the Wyatt's Chapel of Ease at first. Until 1915 the church had no foundation and a pot-bellied stove provided warmth, and oil lamps the illumination. During 1915-16 a foundation was added, all labour being voluntary.

With the growth of Aldershot, St. Matthew's was faced with the task of meeting the needs of a larger congregation by the 1940's. Percy Gallagher, a local builder, supervised the men of the congregation who built an addition to the church itself along with washrooms, furnace, kitchen, vestry and a parish hall.

In the latest chapter in the St. Matthew's story the historic "white church" has been torn down and a modern structure built at a cost of over $150,000.

A contribution to the building program links the past with the present. The farm of the Wyatts who donated the land for the first church was sold to John F. Read, a retired sea-captain. His daughter-in-law, Mrs. Agnes Read, lives next to the church with her son and daughter-in-law. The Reads in 1966 donated the land on which their house stood to make room for the new larger church, requesting only that their home be moved to the east and located on land still next to the church.

West Plains United Church dates back to before 1876 when William Hendrie donated land for a church. The new one-room building on Plains Road west, called the Methodist Episcopal church, seated 90. In 1883, when there were 25 members, the name was changed to West Plains Methodist and with church union in 1925, to West Plains United.

The Hendrie estate donated more land and in 1930 the present large brick church was built. It was not, however, until September 1954, that the church had its own minister. Previously the same minister served East and West Plains. In December, 1962, sod was turned for the new Christian Education addition which was ready for use the next year. Only part of it is visible from the highway because the structure extends down the bank to the rear, overlooking the Hendrie Trails.

Another historic Aldershot congregation is that of Holy Rosary. The Gothic style chapel at Holy Sepulchre Cemetery built in 1889 was once the only Roman Catholic edifice in Aldershot. It was used for burial services and for annual services each November 2. Roman Catholics had to travel to Hamilton to attend services until 1947, when the first regular Masses were held for the 22 families in Aldershot. The year before, nine acres of the Bowen farm had been purchased at Shadeland Avenue and Holy Rosary school erected. The Church services were held in the auditorium and Father Bernard W. Harrigan, former principal of Cathedral

High School, Hamilton, the first pastor, lived in the old Bowen farmhouse

In 1955, Holy Rosary Church was built to accommodate 430 people and the new rectory blessed May 22, 1958

The two newest Aldershot churches are Park Avenue and Aldershot Presbyterian The former began in 1948 with cottage prayer meetings In 1962 the 120 members worshipped for the first time in their new building, erected at a cost of $150,000. The structure houses a sanctuary seating 470, Sunday School rooms and office facilities, arranged around the central courtyard

Aldershot Presbyterian, set back from LaSalle Park Road was opened in the spring of 1957 Worship for Presbyterians in Aldershot had begun in May 1953 when Glenview School was used for Sunday afternoon worship

Education has not been neglected in Aldershot The first school house the Applegarth School, was built on the site of St Matthew's cemetery in 1831 A second one was located farther east on property which now belongs to East Plains United Church In 1868, it was decided to unite these institutions and two years later a one-room school, called the finest in a 40-mile radius of Hamilton, materialized This school at the north-west corner of Plains Road and Howard Road, served the farming community for 45 years until 1913

In 1912, the area was divided into East Flamboro S.S No 1 Maplehurst and No 2 Fairfield In September 1912 the new Maplehurst School opened but three months later it burned down and classes had to be held in the basement of East Plains United Church By spring 1913 Maplehurst was opened again and that fall the newly constructed Fairfield School in west Aldershot received its first students The "twin" schools each contained four rooms, two unfinished, each school costing $25,000

In 1923, the second two rooms were completed and utilized The school population did not increase too rapidly and by 1935 there were only 135 pupils at Fairfield

In 1945, a four-room addition was built on Fairfield School for $50 000, twice the cost of the original school The addition was only partially finished inside and was not completed until 1948—at a further cost of $20 000

At Maplehurst also a four-room addition was built in 1945 In 1958 five more rooms were added and another five in 1966 As building spread eastward, another school was necessary, this time Glenview, on Townsend Avenue behind St Matthew's Church By 1951 the new school was opened Marble partitions necessitated by a steel shortage at the time of construction grace some of the washrooms

Aldershot's first kindergarten teacher was Mrs. J. Horsley who came to Glenview in 1951. Students from Maplehurst attended kindergarten at Glenview until classes were begun at their own school.

In September, 1953, an eight-room addition to Glenview was ready for use, and in 1955 the nine-room King's Road School on Greenwood Drive (then Sand Road) was erected. After amalgamation Glenview witnessed another four-room addition in 1958, and in the same year King's Road had eight rooms added. Public school demand in Aldershot was met for the time being with the building of the six-room Woodview Public School on Flatt Road off Waterdown Road in 1962.

William Stuart was principal of the old school at Plains and Howard Roads for over 30 years. Miss Freda Leathorn taught at Fairfield from 1926 until 1959. Miss Isobel McInnis, well known in musical circles, retired in 1962 after teaching for 40 years at Maplehurst. Under her guidance Maplehurst students excelled in choral work.

Prior to 1961, Alderhot students had attended Waterdown High School. In September, 1961, Aldershot High School built on Fairwood Place West, was ready to receive the 413 students in grades 9, 10, and 11. The two senior grades continued at Waterdown until the agreement with the Waterdown District High School Board was terminated.

Donald Thomas was the first principal of the school which held its first commencement in November, 1963, for the grade 12 graduates. By 1964 the first grade 13 students were graduated and the school was becoming crowded. The following year a 260-pupil addition was completed with its commercial areas and shops. Aldershot High had become a composite school.

"May the search for truth be our guide", is the school motto. Communication with Aldershot, England, produced a copy of that town's crest. A lion and a crown were used in the high school crest with the addition of a maple leaf for a Canadian touch.

The school was the winner of the F. H. Gildea Memorial trophy at the Hamilton and District Science Fair in 1965-66 after coming second the year before. In Southern Ontario Secondary School Association sports, Aldershot has won at golf, girls' track and field, girls' gymnastics and boys' senior basketball.

Harold McCollom, the former vice-principal of Central, is now principal at Aldershot.

Community activities in Aldershot have been legion over the years. In 1919 the Aldershot Lawn Bowling Club was formed. The club flourished and teams competed in many tournaments. In 1931 the club's present quarters on Shadeland Ave. were built on land made available by George D. Filman.

A garden club was formed in 1924 and a horticultural society in 1927. The Aldershot Women's Institute was organized March 21, 1930.

The women did war work in World War II and supported many causes. In 1961, with the disappearance of the rural community, the Institute disbanded. Some of the members continued to hold meetings to finish the history of Aldershot they had begun.

A community council was formed in April 1951 with Robert Pinhay the first president. It was in this same year that water mains were laid hooking up to the Burlington water supply at Indian Point.

Several boys' ball teams were sponsored, including the champion Aldershot Aces. Halloween parties were sponsored and a library established at St. Matthew's Church. The Teens Canteen was held at Fairfield School and a learn-to-swim programme at Hidden Valley in the summer. The Council's charter was taken over by the Aldershot Property Owners' Association after amalgamation.

Kiwanis and Lions Clubs were formed in 1959. Shortly after its inception the Kiwanis Club bought a piece of swamp land on Townsend Avenue and developed it as Kiwanis Park. Both clubs gave large donations to the building fund of the Joseph Brant Memorial Hospital.

The Aldershot Senior Citizens club was formed in 1962 with Joe Walmsley the first president and Roy Freckleton honorary president.

This then is Aldershot, large dairy and fruit farms giving way to market gardens, the smaller holdings in turn becoming residential subdivisions, a commercial strip developing along Plains Road and larger industries farther to the north. Since amalgamation the area has been linked more and more with Burlington and as services like sewers and street lighting are gradually added, the feeling of being a part of the town will become even stronger. Yet it will be many years before the name Aldershot is forgotten and its residents cease identifying it as a place apart.

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The Three R's

The early pioneers could give little thought to formal education during the years when they were struggling to make a place for themselves in the untamed country. In families where the sons did seek education in order to enter a profession, they often had to travel long distances to find schools.

A biographical sketch of the David Springer family notes that before 1810 "the facilities for education were limited, there being no school nearer than Toronto or Fort Erie." Another man, Robert Miller, who was to become reeve of Nelson Township in later years, lived in Zimmerman as a young boy. His biography in the Halton County Atlas states "Schools were not as free or as accessible then (about 1828) as now (1877) and he obtained his education in the Town of Dundas."

A recent history of Dundas mentions that in 1823 Manuel Overfield and James Durand of Dundas, Caleb Hopkins of Hannahsville and Abraham Nelles of Grimsby advertised in the Gore Gazette of Ancaster for a teacher of high school subjects. They subsequently hired Hugh McMahon, an excellent mathematician who also taught languages, and boys came from miles around to attend the high school which was set up in Mr. Overfield's home.

Another area high school located in Hamilton was called the Gore District School and one of its pupils was Reeve Robert Kerr Chisholm of Oakville who was born in Nelson Township in 1819 and attended early classes in the common (public) school at Nelson.

The difficulties of obtaining even an elementary education are recorded in the story of another Halton County man, John Warren of Esquesing who was seven years old in 1832. "His advantages for an education in the early part of his life were limited. For four years after coming to this country from Scotland, he was obliged to receive his education at home, until in 1836 a school was commenced in a little log house that had been used as a carpenter's shop, but had been cleared out for the purpose.

"A teacher was employed, Mr. Charles Duncan, from Nova Scotia, for three months of teaching in the winter for which each pupil was obliged to pay $1.50. He 'boarded round' with the parents of the youths who attended school. Young John attended this gentleman's school for five or six quarters during the winter months and in vacation tried his best to improve his mind by reading what books and literature it was possible to find. He served a good apprenticeship in learning how to swing the axe and the grain cradle and how to drive oxen. Those lessons were by necessity the rule, while school education was the exception.'

An account of travels across Upper Canada in 1836 mentions the sad lack of interest in education. 'Some schoolhouses built by the wayside were shut up for want of schoolmasters, and who that could earn a substistence in any other way would be a schoolmaster in the wilds of Upper Canada? Ill fed, ill clothed, ill paid or not paid at all . . . boarded at the houses of different farms in turn: some men, mostly Scottish or American, did teach, but were totally unfit for the office they had undertaken. There were no female teachers, except in the towns.'

The formal education of girls outside the home was largely ignored in the early days, but United Empire Loyalist Isaac Van Norman was vitally interested in the education of all his children. It was his son who 'established a school for the education of young ladies, known in former years as the Burlington Academy. He subsequently went to New York, where he carried on a ladies school known as the Van Norman Institute.'

School attendance was not compulsory and many children started classes when it became convenient for the family, or else they attended only in the winter months when their help was not needed on the farm. It is written of one Nelson Township man born in 1849 that 'owing to the death of his mother when he was but eight years of age, his education was very indifferently attended to until he was 16, when he entered the County Grammar School.' Even though his education began when most boys of today are almost finished high school, this man persevered through university and later became a doctor in Toronto.

Another example of early education in this area is quoted from the Atlas: 'Around 1840, one boy was sent to classes at an early age but because of the inefficient state of the common school, little or no progress was made. One day his father asked him how many rods there were in an acre of land and the boy couldn't answer. The father said 'If this is all you have learned in seven years at school, I will teach you how to work on the farm instead'. The boy then commenced the pursuit of knowledge under difficulties by driving the team all day with one hand, with his book in the other hand.'

'He was then a student in earnest and gave up all his boyhood sports and amusements for that of intense and close application to his books. During one year of self teaching he made greater progress than the seven years at school. One day he was resting under a shade tree after working in the hot corn fields. His father came along and said 'Is this the way you work? I think you might as well go to school, as you are no good on the farm."

This boy was Clarkson Freeman, who was graduated as a medical doctor in 1853 and practiced for awhile in Lowville, later moving to Milton.

As the scattered communities that make up the present town complex of Burlington grew and prospered, more schools were built, but unfortunately reports of their activities were not preserved. There are records which show that an early school in the Aldershot area was called the Applegarth School, built by one of the early families in 1831. This was located on the site of what is now St. Matthew's Anglican Church cemetery on Plains Road.

If settlers wanted schools, they had to build and maintain them and find a suitable teacher by themselves, since there were no taxes levied for educational purposes. Notes taken at a meeting of ratepayers in 1835 report a discussion on the school situation in lower Nelson Township.

There were no public schools in the Port Nelson Wellington Square district at all, so the ratepayers decided to build one and Peter Fisher, a successful self-educated man himself, was appointed secretary to help draw up plans and raise the necessary funds. He offered one acre on the corner of his Guelph Line farm for the schoolgrounds and made up a subscription list. When the whole amount of £17 had been raised, a log school was built in 1835 at the corner of Guelph Line and the Middle Road (Queen Elizabeth Way). Children from miles around walked to classes at Fishers Corners School.

The log cabin 24 feet square, still stands on the Fisher farm where it was moved after outliving its usefulness as a school. Paul Fisher, whose father attended classes in the log school, says that the desks were placed along the walls on each side of the room with a stool for each child. Girls attended classes with the boys, but the teacher segregated them. Boys sat on one side facing the wall and girls faced the opposite wall. When classes were being taught, each grade in its turn, the children stood at the front of the room while the teacher lectured.

In those days Port Nelson was a busy and prosperous port and some crews from the lake boats spent the winters here. The men were mostly uneducated, so they often enrolled in Fishers Corners School to learn the "three r's" and also to pass the long winter days. When spring came and the navigation season opened, they were gone again.

By 1872 when taxes were being levied to pay for education and the area was divided into school sections, a brick school with arched windows was built on the same spot. This one was formally named S.S. No. 4 Nelson Grove Academy, because a bush had been left around it, but people still called it Fishers Corners School for many years. It was on a holiday weekend that the school burned to the ground.

A third and larger school was erected on the same site about 1926. It served the Guelph Line area until the Q.E.W. overpass was built. A large oak tree on the site is the sole reminder of the schoolgrounds which existed there for more than a century. Nearby Glenwood Public School replaced the old one in 1946.

During the years of activity at Fishers Corners, schools were being built in other parts of the township too. Smith's Canadian Gazetteer of 1846 lists 195 common schools in Gore District. Nelson Township had 15, East Flamboro had 7 and neighbouring Trafalgar had 18 schools. The village of Wellington Square had 400 inhabitants in 1846, but the Gazetteer lists no common school here at that time.

There is evidence however, that a school did exist. The Ontario Archives have documents found in 1959 in a boarded-up cupboard at the home of R. A. Carlton, 3461 Lakeshore Road. The papers had apparently been placed there not later than 1876, possibly by Hiram Smith, great-grandfather of Mrs. Carlton, Mrs. John Richardson and Mrs. Wm. Wright of Burlington. Mr. Smith was the first postmaster of Wellington Square in 1836, a partner in business with Andrew Chisholm and later a school trustee.

One of the oldest papers is an account to cover the cost of tuition, pens and ink from September 28, 1842 to January 1, 1843, at the common school. There is a bill for repairs to the Wellington Square schoolhouse seats and many mysterious bills for "window glass and putty".

There is a petition for a school dated 1844 from the leading citizens of the village. The Honourable Dominic Daly, Provincial Secretary for Canada West, in reply to the Rev. Thomas Greene, rector of St. Luke's Church, regretted that funds would not permit granting the request since the amount disposable for the Gore District had already been allotted to the hiring of an assistant for the Palermo grammar school.

In the mid 1840's Hiram Smith moved into his new farmhouse just east of Wellington Square. It is known that four children in his family were in a school by 1850 since there is a bill for teaching "Miss Helen, Catherine, Isabell and Master Smith" from "Misses Agnes McIlwrath", plus two shillings for ink, slate and pencils totalling one pound, 15 shillings.

In 1851 Hiram Smith was elected trustee at the annual meeting of the householders and ratepayers of School Section No. 2, Nelson Township, an office he held for many years. At the same meeting Richard Unsworth, Junior, pedagogue, was re-appointed schoolmaster "on the same terms as last year", proof that there were at least two teachers in this neighbourhood. Unsworth was paid one dollar per pupil plus part of the government grant. It was his duty to collect tuition fees in cash or in firewood if money was scarce.

A year later No. 2 Nelson had a new teacher who signed the register "Richard Trotter, Instructor." He graded each child's "Scholarship—Mental and Moral" as "Middling, Tolerably Good or Good." There were 47 scholars on the roll by 1853, and Mr. Unsworth had returned as a "duly qualified teacher holding a first class certificate."

With new qualifications, his salary was set at five pounds and two shillings or about $22 per quarter. A motion at the school board meeting in 1854 was carried requiring that 'each scholar shall pay the sum of two shillings and six pence per quarter for the ensuing year, balance to be made up by Government money and assessment on property in said section'.

During the next few years there was a succession of teachers at S.S. No. 2 Nelson, some only staying for the six months of their contract, including Elizabeth Ryan, Harriet Bowes, Eliza Wilkins and Marion Brown. When Emily Hatton was hired in 1861 there were 61 children on the roll between the ages of five and 16, but the average roll call was 40 pupils with an attendance of 20, especially during harvest time.

Visits by the local superintendent were the only form of school inspection till 1871 and Rev. Thomas Greene was the township inspector around 1840. A brilliant graduate of Trinity College, he coached many district young men for entrance to University.

The next Inspector, appointed in 1861, was the Rev. Alexander MacLean, pastor of Knox Presbyterian Church.

Hiram Smith's documents enable historians to reconstruct the early days of S.S. No. 2 Nelson (the likely predecessor of Lakeshore Public School) from its misty beginnings up to the end of 1862.

In 1871 Robert Little, principal of the Acton Public School, became the first qualified inspector for Halton County, in accordance with a new statute of the Ontario Legislature.

His report to Halton county council in 1875 showed there were 59 schoolhouses and he concluded that "Halton will compare favourably with any county in the Dominion." The total number of pupils enrolled was 6,163 of whom there were 5,722 attending school and the number of teachers was 80.

A by-law was passed by Nelson township in 1871 saying that whenever the increased population of any school section warranted the employment of two teachers during the entire year, the money was to come from the Dog (tax) Fund, if the fund had enough in it. That same year Inspector Little reported that in three county schools two teachers were needed: the number of children attending these schools being 194, 124 and 206!

There are no records about the beginning of S.S. No. 1 Nelson, but it is likely that it preceded by a few years, the one on the Lakeshore. It was a small frame building that housed the village school at Wellington

THE OLD CENTRAL SCHOOL—ERECTED 1860

Square and it stood at the corner of Brant and Caroline streets. Later used as a residence, it was moved from Brant street a few years ago to make way for a modern structure now occupied by a variety store.

Today, Burlington's (Wellington Square's) first school house stands at 296 Appleby Line, a pleasant, well tended home.

The needs of the village eventually outgrew the small school at Brant and Caroline and it was decided to build a larger one. On December 17, 1859, a Mr. Triller donated to the trustees of School Section No. 1, Nelson Township, one acre of land, the same property on which Burlington Central Public School now stands. A two-story brick building was erected which served the community for 52 years.

In 1860 it was legislated that the expenses of Common Schools be met by direct taxation. The first standardized textbooks appeared and the term "public" came into use, displacing the name "common schools".

When Wellington Square became the incorporated village of Burlington in 1873, responsibility for maintaining its schools no longer lay with Nelson Township. Trustees were elected each year for a two-year term on a rotating basis. In 1897 O. T. Springer, H. S. Hurd and Ed Weber were elected to the board, and were joined by L. Lowe, P. Haney and J. Allen in 1898. That year the board requested $2,500 from council

for school expenses and this was granted in quarterly payments of $600 or more

In 1897 R H Watson, Alice G Riach, Millie Allen and Barbara Lowe taught at Central and Frances Misener and Ora Taylor at East Burlington (Lakeshore School) There was a total of 417 students in both schools and the teachers' salaries ranged from $225 to $525 The rest of Nelson Township had 13 schools and 14 teachers

The first Burlington Central Public School served until 1912 It was heated by wood burning stoves and sanitary facilities were primitive, to say the least Principal Dan Smith was respected by all and a teacher popular with the younger children was Mrs Lomas

Plans for secondary education were made in 1906 when the population of the town was 1 250 High tuition charges and travelling expenses to Hamilton meant that many Burlington students were quitting school after the eighth grade

Elgin Harris was chairman of the school board and Rev James Kendall, F W Galloway, George Blair, J J Fields and William Tuck, were trustees Inspector F H Deacon addressed the board explaining that grants totaling $400 would be available if the village set up its own high school or continuation classes

Debentures for $2 000 were issued to add two classrooms to the present Central Public School After a great deal of arguing with council, the money was made available, George Blair drew up plans for the building and the contract was let to Henry Garnham

Needing two teachers a principal and assistant the Board advertised and received over 40 applications for the positions D Hicks of Port Dover, a University of Toronto graduate, became principal

Miss Garnet Freeman, daughter of Smith Freeman of Burlington and a supply teacher at Central, was hired to teach languages

That fall thirty four pupils were enrolled at the High School

The high school classes were divided into Form One and Form Two, now grades 9 and 10 In November six students decided that Mr Hicks and Miss Freeman were pushing the work too heavily and dropped out of school Mr Hicks stayed only until the Christmas holidays when he departed, apparently due to a salary dispute

By 1911, Central School building was almost bursting at the seams with both elementary and secondary students and on November 24 the school board petitioned council for a new building A by law was approved to provide for the erection of a new school at a cost of $33 000

Trustees for 1912 were chairman E. H Cleaver, W C Kerns W E. Tuck W R. Watson B A Stephenson, J T Tuck and H J Blair

The new building had eight classrooms, four on each floor with extra space in the basement Materials were supplied locally

Burlington was very proud of its modern new school "an education institution unique, as it takes pupils from kindergarten to matriculation".

During the years of World War I, most town projects were postponed, so in April 1918 Reeve Hughes Cleaver said at town council "We do hereby express our approval of the formation of a High School District to be composed of the entire town of Burlington and all that part of the Township of Nelson known as the Old Survey, the building not to be constructed until the conclusion of the War".

The school board ran into much opposition in 1919 when they decided they wanted a high school for Burlington alone, so they formed a high school board headed by Charles Potter and including Rev D Anderson, T H L Bamford, Dr R J Husband, W J Stinson and Mrs W Symington. Council was asked for $60 000 to buy a site and build a high school. A by law was passed in September 1920, for this amount. The next day the board agreed to purchase from J C and M C Smith, 4½ acres just west of the public school grounds for $8 000.

Town Council was asked to pay for the Smith site but by then the 1921 council was in office and it refused the money. The school board then sought a ruling from the Courts and the judge gave his verdict that once consent had been given by council, the next year's council could not rescind it. The board got the site it wanted and the Smiths got their money.

In January 1922 council recommended "that the High School board proceed with the work of building a new high school as early as possible to help relieve the unemployment situation which exists in the town of Burlington". The board found it needed a further $22 000 to complete and equip the building. Council turned thumbs down but after lengthy and heated discussions agreed to issue debentures—not for the exact amount asked but for $21 995!!!

From 1921 until the fall of 1922 when Central High School opened with D A Welsh as principal, classes were held in the Queen's Hotel, the public library and the Oddfellows Hall on Brant Street. When the continuation classes were withdrawn, John A Lockhart was engaged as principal of Central Public School and he continued for 26 years in this position until 1947, later serving as Mayor of Burlington.

The number of high school students rose steadily from 72 in 1920 to 220 in 1925. By then, two classrooms in the public school were being used to take some of the overflow. In February 1927 the board applied to council for $31 000 to enlarge the high school. The matter was submitted to the electors and defeated. It was defeated a second time a few months later and at this stage there were 273 students enrolled, with extra classes being held in the War Veterans' Hall, the Library and the Town Hall on Elizabeth Street.

Town opinion was split on the question because there were extra rooms in Central Public School and some contended these should be used as well as rented rooms downtown, rather than spending taxpayers' money on new facilities. James MacFarlane Bates was appointed principal of Central High School in 1928 and in a short time he was engaged in a publicity campaign which led to the approval of a new addition in 1929. Before long, Mr. Bates had engendered school spirit with a sports program, cadet corps, school colors and other extra-curricular activities.

The sum of $77,000 allotted to the enlarged school was spent on an auditorium, a gym, seven classrooms, an office, teachers' room, two lunch rooms and cloakrooms. The students took several years of fund raising drives and concerts to provide the auditorium with furniture and a stage curtain. Further additions and alterations have been made in the past 25 years at Central, and in 1947 Burlington Nelson District High School Area was formed, making the school the property of the township instead of the town.

By then there were 400 high school students and a staff of 17 teachers under Mr. Bates. M. M. Robinson was chairman of the High School board. Some of the respected teachers of Burlington Central High have been Miss Eva Newham (later Mrs. Paul Fisher), Miss Annie Haight, Miss Emma Eby (who retired in 1959) and Miss Edith Green. W. J. B. Kay, now retired, was one of the institution's most successful and beloved staff members.

Principal Bates, who retired in 1963, served with the RCAF during World War II and W. J. B. Kay was acting principal in his absence.

The late N. H. Craig was an informed and highly effective chairman who contributed much to the advancement of education here, as did E. Holtby, for many years the secretary of the High School board.

Other schools were being built in nearby communities which were to become part of Burlington many years later. A school in the Aldershot settlement was erected in 1870. It stood on Plains Road opposite the present Towers Store. When Maplehurst School was opened in September 1912 and Fairfield School in 1913, the old schoolhouse was sold. It served several commercial purposes before it was torn down in recent years.

Another school was S.S. No. 14, located at the head of Maple Avenue. Sometimes called the Plains School or "Miss Pattinson's School," it was erected by George Blair "who installed the blackboards, built the fence around the yard and dug the well, all for $2,050." Miss Helen Pattinson taught there for 40 years. Located near the present overpass on Plains Road, this school shared the fate of Fishers Corners and Appleby Schools. When highway facilities needed the property, it was demolished.

Two more schools, built in the 1800's, were S.S. No. 5 at Nelson Corners and S.S. No. 7 at Tansley. Both buildings are still in existence. Miss Beatrice Bunton taught at both schools between 1918 and 1939.

In the northern section the population was widely scattered. By 1877 there were, not one or two, but eleven schools dotted across Nelson township from Fishers Corners and Appleby Schools in the south, to Limestone School and Bell's School near the northern boundary.

School Section No. 12 was the Limestone School, first a log cabin and then a frame building which burned in 1933. The replacement school is still standing as a private residence at 3179 No. 10 Sideroad.

About 1830, Absolom Bell emigrated from Scotland to Canada and located on a tract of forest land, the haunt of wolves and bears, three miles from Milton. Looking ahead to the future, he donated land for a school and the site was cleared of timber by Mr. Bell and his four sisters who later married the Messrs. Dixon, Cline, Cummings and Page. Some of the first pioneer settlers who arrived shortly after Absolom Bell were George Hume, William Cartwright, Mike Corrigan, Abram Bell, John Shields, James and Henry McMaster, John Turnbull, John Garbutt and William Nervel.

By 1958 the days of Bell's School were numbered although it was decided to continue lessons there until a new building was provided. The new Kilbride School, erected in 1960, drew students not only from Kilbride, but from the rural districts of Mt. Nemo, Cedar Springs, Limestone, Bell's, Zimmerman and Lowville. Some of these schools had already been closed, such as the Lowville School, which is still a familiar stone building just inside Lowville Park, used now by the Recreation department during day camp sessions and for craft classes.

The new Kilbride School was officially opened on November 7, 1960 and in one corner of its grounds still stands the two-storey stone school erected in 1879.

A. S. Nicholson was chairman of the Burlington school board in 1918 when a new school was proposed for east Burlington to take the place of the old school on Water Street (likely the old S.S. No. 2 of Hiram Smith's time) to help relieve congestion at Central. Council agreed to place the issue before the voters.

Electors went to the polls on July 22, 1918 and registered their disapproval of the expenditure while a war was being fought.

Armistice was declared on November 11 and on December 31 the voters were again asked to decide the question. The clerk didn't record the results of the ballot, but, in 1919 council endorsed the school board's decision to tear down the old building on Lakeshore Road (Water Street) and erect the East End School west of the Guelph Line. The brick school had four rooms and by 1945 four more rooms had been built at the rear.

Following amalgamation in 1958, when the school area was no longer East Burlington, the Board of Education had the name changed to Lakeshore Public School.

Just prior to the outbreak of World War I, a red brick schoolhouse was finished on Walker's Line in School Section No. 15. It contained one classroom and a teacher's room on the ground floor, with playrooms and utility areas in the basement. Strathcona School in 1914 had a registration of 29 pupils in the school built on part of Lawrie Smith's 200 acre farm. Prior to 1914, children living on the Lakeshore Road or near Walker's Line had attended either the Wellington Square village or Appleby schools. After 1911 J. T. Tuck represented the locality on the Burlington School Board and when Burlington was incorporated as a town in 1914, this outside area faced the necessity of forming a new school section.

Two acres of land were purchased from W. L. Smith on Walker's Line and Section No. 15 was formed in the centre of the area. The first board of trustees were Messrs. W. D. Flatt, J. T. Tuck and Colin Smith. It was decided to name the school after Lord Strathcona because a few years previously, when the neighbourhood was trying to raise money to build a hall for public meetings, Lord Strathcona was approached for a donation and gave so generously that the building was named Strathcona Hall. Later Mr. Smith called his property Strathcona Orchards, so the name seemed appropriate for the new school as well.

The original school now forms the central part of the present structure which had the south wing added in 1948 and the north wing in 1955. With the development of new surveys enrolment increased rapidly. In a half century there were three principals: Miss Mary A. Bate, Mr. George Green and Miss Edith L. Donkin, whose retirement in 1964 coincided with the school's 50th anniversary celebrations.

The first Home and School Association in the area was formed at Strathcona. In co-operation with the teaching staff this group sponsored many activities in which pupils distinguished themselves. There was also an active Home and School Association at Fishers Corners and in other schools as well. In Burlington the Home and School Association was established in Central High School before one was formed in the public school; Mrs. Frank Galloway was the first president. The teen canteen was started in 1944. The foundation for the present Home and School council in Burlington had this dedicated beginning.

Industrial expansion is comparatively recent in Burlington and many people remember when the emphasis was on agriculture and recall fondly the annual school fairs of their youth. In large tents, children from the various schools displayed items they had made in manual training and domestic science classes. Since many of them lived on farms, there were also colourful displays of fruits and vegetables cultivated by them, and grave adjudication centred on the merits of their calves and chickens. The fair's weeks of preparation took place mostly in the fall when the apples, grapes and pears were ripe.

A team of horses would pull a wagon turned into a float decorated with sheaves of corn and pumpkins—and filled with as many children as it could hold

The district agricultural representative at Milton supervised the fairs in different areas of the county and in this township there were several locations for fairgrounds Burlington's fairgrounds were located first on Brant Street near the present Legion Hall and later on the Queen Elizabeth Way (the Plains Road then) east of Brant Street Fairs were held up on No 5 Highway, just west of the stoplight at Guelph Line and trotting races were held in the open pastures which were rented for the day from local farmers

Economic problems of the depression years hit Halton County as hard as any other place In January 1933 at a conference of the Burlington public school board with teachers of the East End and Central schools, the teachers agreed to accept a cut in their salaries "Teachers receiving $2 000 and over were cut 10 per cent, those receiving $1 000 and over 7½%, and those under $1,000 five per cent

During the war years it was necessary to shorten the school terms at the high school Boys from the farms had to work on the land and in orchards, in place of their older brothers and farm hands who had gone to war

OLD SCHOOL HOUSE AT BRANT & CAROLINE STS
BEING MOVED TO APPLEBY LINE—1950

The memorial board at Central High has 343 names of former students who served their country Strathcona's honour roll bears the names of 91 former pupils (both men and women) who served in the war from that area

The prediction made a few years ago, that growing Burlington would be building one new public school a year for an unstated period, has been proved correct. Glenview School, Aldershot, was built on Townsend Avenue in 1951. In the New Street and Roseland area, the Lawrie Smith School was constructed in 1952 and named after one of the community's most illustrious settlers.

John A. Lockhart, former principal of Central Public School and a mayor of Burlington, had a school named for him in 1953. The school serves pupils from Burlington Beach as well as neighbouring blocks around Maple Avenue.

As the northern section of Nelson township continued to grow in population, one-room schools were gradually absorbed into Kilbride School and Fairview School which was erected in 1954 on No. 5 Sideroad near the Guelph Line.

Meanwhile Aldershot needed more classrooms and King's Road School was built in 1955 on Greenwood Drive. In that year, Clarksdale School, on Mountainside Drive, was erected in a fast-growing subdivision north of the Queen Elizabeth Way. As Mountain Gardens built up between the Guelph Line and upper Brant Street, Mountain Gardens School was erected in 1959, further along Mountainside Drive, and to the north, Rolling Meadows School in 1960.

Burlington's core area continued to expand and Wellington Square School was built in 1956 on Yorkshire Crescent. To the east along the lakeshore, Shore Acres survey needed a school to take the pressure off Strathcona and one was built on Tuck Drive, just off Spruce Avenue, and named after W. E. Breckon, for many years a Nelson township school board member.

When the township was annexed in 1958, children in the new subdivision of Elizabeth Gardens were provided with school facilities with the construction of Elizabeth Gardens School in 1959. It was the largest new school up to that time, with 16 classrooms. Since then, a further 14 classrooms have been added.

The school fever spread to Roseland Heights and the Ravenswood district and in 1961 John T. Tuck School was built on Spruce Avenue to serve this area south of New Street, honouring the name of another dedicated school trustee.

Woodview Public School was built on Flatt Road in 1962 with six classrooms, to further serve Aldershot students. The population explosion also continued in East Burlington where Pineland School was built in 1963. Extra rooms at Pineland the following year made the new senior public school system possible, and Grade 7 and 8 students from neighbouring W. E. Breckon and Elizabeth Gardens were transferred there.

The first building for senior students only, Tecumseh Senior Public School was built on Dynes Road in 1964. The latest in school design,

triangular classrooms, was planned for Frontenac School on Pinedale Avenue, Burlington's newest school to date.

Since 1959, Burlington's Board of Education has planned and built approximately 430 classrooms and other areas costing about $5,925,000. Superintendent of public schools, Douglas S. Lawless was appointed Assistant Director of Education in 1966. O. A. Gilmore was Superintendent of secondary schools.

The elementary school system provides for central libraries, the unit and rotary systems, a new program of Oral French for senior public students, Opportunity and Enrichment classes divided into schools across town. In 1966 there were Enrichment classes in Grades 5 and 6 at Glenview School and in Grade 7 and 8 at Tecumseh. A hard-of-hearing class is taught at Lakeshore School.

In September 1966, Burlington had 22 public and four secondary schools with 12,131 public school students and 4,758 secondary students studying under 706 teachers. There were also seven separate schools, administered by the Separate School Board.

Until 1958, education in the area now embraced in the Town of Burlington, was under the jurisdiction of six school boards. Elementary school direction was vested in three boards: Burlington, townships of Nelson and East Flamboro and a Separate School Board. At the secondary school level, there were Burlington District High School Board and Waterdown High School Board. The first amalgamated board in 1958 had as its chairman M. M. Robinson. Vice-chairman was Roy Coulter and trustees were Ross Segsworth, Blair Ross, W. A. Nicholson, Phillip Metherell, G. E. Kerwin, A. L. Bailey and Mrs. Ellen Dawes. Bruce Lindley was business administrator.

The Board of Education for 1966 under chairman R. L. McLean, consisted of trustees from each of the town's eight wards, plus an appointee from the Separate School Board and one representing Halton County. Heading the administrative staff at the Board of Education building at 2050 Guelph Line was J. W. Singleton, Director of Education.

In 1957, Nelson High School on New Street opened its doors to 350 general and commercial students in Grades 9, 10 and 11. With amalgamation imminent, and the Township due to disappear, the name Nelson was retained for the new school, honouring at the same time Admiral Horatio Nelson. Reminders of Lord Nelson are the school crest with a sailing ship, a ship's wheel and the motto "Diligens Providens" (Exact in action, exalted in thought) a yearbook "The Victory" and a newspaper "The Flagship".

Additions were made to the school in 1959 and again in 1964 making it a fully composite high school with academic, commercial and technical courses. By the end of the 1965-66 year, the 69 teachers and 1,370 pupils had established a fine record of scholastic achievement. The school has

won numerous honours and the staff and student body are proud of their top award winners in district and national Science Fairs, athletics, their drama festivals and the senior concert band. Instrumental music as a curriculum subject began at Nelson. Because of the enthusiasm created, it was adopted at Central, and at Aldershot and M. M. Robinson Schools when they were built.

First principal of Nelson High School was O. A. Gilmore. Miss Edna Robinson was principal from 1963 to June, 1966. She is now an inspector of schools with the Ontario Department of Education. Miss Robinson was the first woman to head an Ontario composite high school. Nelson's new principal is J. L. Phillips.

Aldershot High School opened in September, 1961. The first principal was Donald W. Thomas and he was followed by Harold McCollom. Mr. Thomas is now principal of M. M. Robinson High School on Upper Middle Road, which was opened in September, 1963 with an initial enrolment of 1,092 and 54 teachers.

The High School was named after Mr. Robinson in tribute to his long service to the cause of education.

"Quest 66" is the name of the school's year book and the school motto is "Per Ardua Ad Scientiam" (Through Work to Knowledge).

Burlington Central High School's motto, "Hodie non cras" (Today, not Tomorrow) admirably expresses the veteran school's purpose to keep up with the times. Emerson Lavender has been principal since 1963. The newest addition to the school is almost as large as the original building. Central has an enviable scholastic record and among its extra-curricular activities are its yearbook "Via Trita", and a splendid athletic record of achievement, including a Canadian Scholastic Relay team which set a Canadian high school record in 1964.

Revolutionary changes in education have altered the course of Central High from a single purpose school to a three-branch institution. Today all four Burlington high schools are fully composite, offering the best in academic, commercial and technical training.

SEPARATE SCHOOLS

Roman Catholics in Burlington had no separate schools until 1948 when a four room school was erected on Brant Street. A parcel of land four and one-fifth acres deep was purchased from William Bell and on May 7, 1947, a meeting of freeholders and householders of St. John's Roman Catholic Church was held. Elected as the first board of trustees were Rev. J. C. Warren as chairman, John Marck, Austin Fitzpatrick, John Ryan, Ford Cosgriffe, Fred Keller, Wesley Coombes, Joseph Rigby and Maurice Hastings.

The Sisters of St. Joseph provided the board with its first principal as they have continued to do for each of the separate schools. They also supply a teacher for Grade 1 pupils if one is available. Since 1965 all separate schools in Burlington have had kindergarten facilities.

When St. John's first opened, 75 per cent of the enrolment was in Grade 3 and younger, a forerunner of future growth patterns. Today St. John's is a 20-room school and there are six other separate schools in Burlington. Since the town has eight wards and the Separate School Act calls for two trustees per ward, there are 16 school trustees sitting as members of the Burlington Separate School Board. They supervise the welfare and educational interests of over 3,000 children attending the town's separate schools. In 1958, St. John's and Holy Rosary in Aldershot accommodated 700 pupils in a total of 18 classrooms.

In 1951, Holy Rosary School on Plains Road at Gallagher Road was formed. The Rev. B. W. Harrigan, pastor of the newly-formed parish, directed the new board whose trustees included Robert Reed, Jack Pinnington and Vernon Granby. The school's first pupils were provided classroom space at St. Matthew's Anglican Church until Holy Rosary was opened with 94 pupils and three staff members. More rooms had to be provided for both schools by 1953, and a fourth expansion of five rooms in St. John's made it a 15-room school in 1955. A third school board was formed in Nelson township the same year and Trustees Elmer Fernandez, Jeff Kurtz and Ed Evans planned to build a new school and in the meantime leased services at St. John's.

A fourth board followed in 1959 to look after requirements east of the Guelph Line. Trustees John Visser, Ernest Hennessey and Doug Carrigan directed building of the six-room St. Raphael's School on New Street near Walker's Line. St. Raphaels with 250 pupils and six teachers was opened in September, 1958. At the same time a three-room addition was built at Holy Rosary. With Burlington's northern section growing rapidly, another school was completed in 1959 on Parkway Drive in the Rolling Meadows subdivision, and was named St. Gabriel's. It opened with eight rooms, 150 children and five teachers.

The individual boards disappeared in 1957 coinciding with annexation proceedings and were replaced by the present board. By 1960 it was necessary to add more rooms to St. John's.

Additions were constructed at St. Raphael's and Holy Rosary in 1962. St. Joseph's on Drury Lane was the next separate school erected with its eight rooms initially looking after 200 pupils. Carpeting of the rooms was an innovation.

Ascension School was completed on New Street near Appleby Line in 1965, with 270 pupils. All eight rooms are carpeted. The seventh school in the system, begun in 1965, is St. Francis Xavier on Francis Road, which incorporates the latest ideas in school construction. Growth is guided by J. D. Hogan, inspector, and the Rev. B. J. Ryan, chairman of the board.

21

The Garden of Canada: Agriculture

Upper Canada was still sparsely settled when the early immigrants began organizing agricultural societies, the earliest being in the Niagara district in 1793. Only a few were in existence until after 1830. Halton Agricultural Society came into being in 1853, as did the four township societies of Nelson, Esquesing, Trafalgar and Nassagaweya. First officers of the Halton Society were Thomas Douglas, William Barker, D. R. Springer and Samuel Black.

The highlight of all agricultural society activities was the fall fair and in the early days it was often the settler's only social contact with the outside world. Halton County Atlas of 1877 reported "The Annual Fall Show attracts an immense crowd and is one of the great events of farm life. The Society also holds a show every spring for the exhibition of stallions, of which Halton has some splendid specimens." Farmers exhibited their best livestock, grain and poultry and their wives brought their finest butter, homemade bread, eggs, dressed poultry and preserves. Local stores and industries displayed merchandise and tailors and shoemakers exhibited their best work in the handicraft sections.

Of Nelson township in 1877 the Atlas says: "The soil of the township is generally good, the larger portion of the timber being hardwood. Considerable pine timber was found in the township, but it has almost disappeared since the lumbermen commenced their operations. The land is rolling and in some parts very hilly or mountainous, spurs of the Burlington Heights running through its western and northerly parts. The Twelve Mile Creek flows through it, on which are several grist and lumber mills and factories.

"The township has an agricultural society which is well-supported by the farmers, and its exhibitions, particularly of stock and grain, are very fine." This description agrees with an earlier report in the Smith's Canadian Gazetteer of 1846 which said: "The Gore District consists of the Counties of Wentworth and Halton, and contains some of the richest, best settled and most highly cultivated townships in Canada West."

Of Nelson township it said: "In Nelson 43,433 acres are taken up, 18,354 of which are under cultivation. This is an old and settled town

LEAF LETTUCE AND GREEN ONION HARVEST

ship, containing good land, excellent farms and fine flourishing orchards."

Many farmers belonged to the Burlington and Nelson Agricultural Society which held its Fall Fair in a field on Brant Street, south of Freeman. In the 1920's much larger grounds, which boasted a splendid race track, were purchased on the Middle Road at Freeman.

A bright red apple is featured on Burlington's town crest which is prominently displayed on the façade of the Civic Administration Building. The heraldic apple symbolizes the area's fruit growing industry in general, although apples have brought prosperity to Burlington since United Empire Loyalists days. The Ghent and Davis families, who were among the first settlers, paddled canoes across the Bay from Saltfleet Township in 1805, bearing with them young apple trees they had raised there from seed brought from the Carolinas. Pictures taken in 1902 show these same trees, gnarled with age.

The area of Burlington north of No. 5 highway always was considered the prime agricultural district, largely for mixed farming, and although some of the finest fruit orchards were still found between No. 5 and the Queen Elizabeth Way in 1966, housing developments were taking over acres of fruit trees. Apple fanciers are familiar with Chris Fothergill's farm on the Burlington-Oakville town line, Arthur Kemp's Strathcona Orchards, Fisher's Farms and Orchards on the Guelph Line, as they have been since the 1830's, and Waldale Orchards with headquarters north of the Q.E.W. on Brant Street.

One of the prominent fruit growers at the turn of the century was O. T. Springer, whose orchards and fine Gothic style house were at the site of the present Brant Street shopping plaza. Where the house had stood, Bell's Cold Storage erected an apple warehouse which remained there for many years prior to the building of the plaza. Bell's orchard extended back to the Emerald Crescent area until the 1950's when the trees were gradually replaced by new houses.

Market gardens became established here and there from Aldershot to the fertile acres along Maple Avenue, where many of the mailboxes read "Thorpe", a family originally from Aldershot.

Years ago land on Maple Avenue could hardly be given away because of its sandy soil. Benjamin Eager bought it from the Brant estate and after cutting down the timber, offered the entire length of the road for $200 to one farmer who turned it down. He was in the grain-growing business and considered the sandy soil useless. It wasn't long however, before farmers realized the value of the soil for various vegetable crops and the land on Maple Avenue, in some cases, continued to support their succeeding generations.

ONE OF THE LARGE FLORIST'S GREENHOUSES
(INSET) AN EARLY GREENHOUSE—UNSWORTH'S—BUILT ABOUT 1900

According to the "Garden Of Canada" printed in 1902, "Most of the section was improved at an early date, but less than 25 years ago the lands along Maple Avenue were a wilderness of brush and pine stumps. These have now disappeared and are replaced with luxuriant orchards, hedges, lawns, and beautiful homes which testify to the remarkable suitability of the soil which is excellent, of great variety and well-drained."

Local farmers are members of the Ontario Fruit and Vegetable Grower's Association, including M. M. Robinson, Maple Avenue, who has been active in that association as well as on the Ontario Food Council. Mr. Robinson served as vice-chairman of the Ontario Food Terminal.

It is evident that local farming techniques and marketing have more than kept up with modern times. Colin and W. L. Smith won their share of prizes for apples at Toronto's Royal Winter Fair. W. E. Breckon counts among his many awards, that of being named World Wheat King with a sample of his white winter wheat.

The Burlington Horticultural Society was organized in March 1889, by the fruit growers of Burlington and district. Officers in 1902 included George E. Fisher, W. A. Emory, A. W. Peart, J. S. Freeman, W. F. W. Fisher, O. T. Springer, George N. Peer, W. V. Hopkins, Arthur Peer and Joseph Lindley. Local growers were also organized as the Burlington Fruit Growers Association. In 1902 a writer said, "Unaided and alone the Burlington fruit growers were pioneers in exporting perishable fruits in cold storage and continue their weekly shipments with gratifying results." He also reported, "The same morning they are picked, Burlington fruits are placed on the breakfast tables of Toronto hotels still wet with dew."

George Fisher began shipping fruit overseas about 1897 and A. W. Peart's home "The Maples" became the Burlington Experimental Station in 1896 under joint control of the Ontario Agricultural College and the Ontario Fruit Growers Association. The fruit growers sought to increase their practical and scientific knowledge of all aspects of the fruit industry and to determine the varieties of fruit best adapted to the area's soil and climate.

Each director of the Horticultural Society had supervision over a particular fruit, and through the efforts of the society the fruit acreage of Burlington and district was doubled. Experimentation with over 250 varieties of crops, resulted in the hardiest samples of fruits and vegetables being produced.

For ten years, from 1892 to 1902, Burlington Horticultural Society won first prize at the Industrial Exhibition at Toronto for the best collection of fruits. Other honours were garnered at the Chicago World's Fair in 1896, the Paris and Glasgow Expositions in 1900 and the Pan American in Buffalo in 1901. It was no accident that the Burlington area became known as the Garden of Canada.

Farmers at the turn of the century lacked mechanized vehicles but they still got their produce regularly to Hamilton market. They had to be there by five or six a.m. to get a stand, meaning that Nelson township farmers had to leave home by three a.m. for the two-and-a-half hour trip to Hamilton by horse and cart.

Until the 1920's all local produce was marketed in Hamilton or through brokerage firms in various cities. In 1921, under the banner of "More profit to the grower — no increase to consumer," thirty growers in the area joined with others in the Niagara district and formed a co-operative. Today the Burlington District Fruit and Vegetable Growers' Association is headed by Peter Lindley and its main function is to help growers work out problems of shipping and pricing.

The Burlington Horticultural Society in March, 1919 was re-organized under the leadership of Rev. G. W. Tebbs with the objective of beautifying the town and assisting citizens in procuring and planting shrubs, trees and flowers. At the first meeting it was proposed to adopt the rose as Burlington's official flower and make the town famous for fine roses. This tradition is still carried on with the society's annual rose show and competition. President in 1966 was Wm. J. Packham.

In 1920 town property along the lakefront from Nelson Avenue to Burlington Avenue was drained, graded, cleaned up and put in shape as a park. Benches were donated by the Women's Institute and members of the society and property owners living opposite the park offered to keep the grass cut.

In 1924, Gore Park was put in shape and the following year Brant Park, opposite the Brant Inn, adjacent to the C.N.R. tracks, was taken over. The Boy Scouts, nearly every Saturday morning, worked hard in doing their part to improve the town's appearance.

Spencer Smith was president of the Burlington Horticultural Society in 1933 when members cleaned up the shoreline below Lakeside Park. In April, 1942, the site was re-named Spencer Park.

This valuable stretch of lakeshore is being extensively renovated as Burlington's 1967 Canadian Centennial project. The Horticultural Society maintained flower beds in Hydro Park, planted trees on many of the streets and was responsible for years for upkeep of all the town's parks.

Flower shows held regularly in Burlington for many years before the war intervened, were revived between 1950 and 1953. The Garden Club of Burlington was organized in 1953. By 1966 the club consisted of seven groups across town, with Mrs. H. Thompson, one of the founders, chairman of the board of directors.

In the spring of 1966, the Chamber of Commerce encouraged a scenic tour of the town so that tourists and Sunday drivers might appreciate the beauty and richness of Burlington's agricultural districts.

Burlington agriculture in 1966 has many specialties, from mushroom houses employing 85 people and producing two million pounds of mushrooms annually, to greenhouses covering almost two million square feet of land. Flowers are shipped to florists across Canada and fine tomatoes have long been one of the most profitable crops, together with melons, and all types of berries and fruits. Production reached its peak in Burlington between 1920 and 1940; some 8500 tons of produce are still shipped annually. Forage and grain production now account for 11 per cent of total income and the poultry industry, both chickens and eggs, is an important part of Burlington's economy. Local dairymen ship 15,000 quarts of milk daily. Sheep (the first herd was begun by Thompsons on Walker's Line in 1914) hogs, beef cattle, and even quarter horses still are raised within the confines of the sprawling area known as Burlington.

HAND MILKING — A LOST ART

22

Industry and Manufacturing

Wellington Square was never noted as an industrial centre. The Twelve Mile Creek had provided the first power for mills in the outlying areas but the Square itself was not so favoured in the early days. The only industry at first was in the arms of the settlers.

The same James Gage who bought the 338½ acres of Wellington Square from Joseph Brant's estate built a saw mill, shingle factory, lath and stave mills in Wellington Square as well as flour and feed mills in Nelson township. Gage continued to live on his farm in Stoney Creek and the businesses were managed by his sons. As the enterprises grew he employed more and more men to whom he sold land to build houses. He was also able to sell them construction materials and flour.

Gage sold his Wellington Square holdings to Torrance and Co. from Montreal. On Mr. Torrance's death, R. G. Baxter sold his business in Lowville and came to Wellington Square to manage the estate.

Gradually a business community evolved and with it a few industries, catering to first the grain and lumber trade and later farming. In 1846, according to Smith's *Canadian Gazetteer*, there was a tannery here, a pottery, two wagon makers, a foundry and a steam grist mill.

Along with the Gage-Torrance enterprises, other business came to the Square. On either side of Gage's wharf appeared Bunton's and Baxter's wharfs. Jonathan Galloway and Co. had its grain warehouse at the southwest corner of Brant and Water Streets, overhanging the bank of the lake and Jonathon's son, Frederick, later was a partner in the firm of "Galloway and Baxter" grain brokers, across the street at the northeast corner of Water and Brant.

The 1877 Halton Atlas bemoaned the lack of industry, "the manufacturing interest is but little represented which is to be regretted as the locality is especially well suited for this line of trade, the shipping facilities both by land and water being exceptionally good." The railway had given some impetus to industry when the Great Western came to town in 1854.

James Allen started a carriage factory in 1855 which in 1877 turned out vehicles described as "hard to surpass in excellence of finish and durability". The company was later sold to Tuck and Webber.

Another of the early manufacturing interests was the "wire works" of Crooker Bros. and Co. This was purported to be, in 1877, "the only one of the kind on the continent of America and possibly on the globe, the wire turned out of this establishment being under a patent of which Messrs. Crooker are themselves the inventors". This was a process whereby after the wire was made, it was dipped to galvanize it for beauty and durability. The company went on to manufacture fancy "turned" baskets from the wire.

W. J. Douglass ran a saw mill and planing mill towards the later part of the 1800's and Benjamin Eager had his lumber interests and mill. William Bunton had a brick shop at the foot of Brant St. He owned a block of land from St. Luke's church to Locust and from Water St. to about where Caroline St. is now, where he had other business interests. Any other industries at this time were far outside the limits of Wellington Square in the smaller centres along the Twelve Mile Creek.

Towards the end of the 19th century a few industries were established, mostly allied with farming and dependent on the railway for transportation. Flour mills and canning factories were needed by the local farmers to process the products of the field and orchard. In some cases these industries were built and managed by the farmers themselves.

The Burlington Box, Barrel and Basket Works was established in 1893 at Freeman by W. T. Glover, a fruit grower. All kinds of fruit containers were made including the imperial crate invented by Mr. Glover. By 1902 this was so much in demand that it was impossible to keep up with the orders. The raw material, the logs, were shipped in by rail and a 1902 publication claimed, "It is incomprehensible the quantity of timber used every season ... elm and basswood mostly".

By 1908 the firm became known as the W. T. Glover Manufacturing Co. Ltd., with a nation wide clientele. The officers in 1917, W. T. Glover, managing director, W. F. Fisher, president, and E. W. Lewis, secretary-treasurer, were described as "gentlemen of experienced methods and untiring energy". The Glover Basket Company is now a branch of Oakville Specialties Ltd., owned by S. J. Zacks of Toronto. On the night of December 20, 1966, fire raged through the basket factory burning it to the ground. No future plans have been disclosed at this time.

The Coleman Lumber Company was established by A. B. Coleman who, as a teenager, had been building homes in town. By the time he was 21 in 1886, he was the owner of a planing mill on Ontario Street, which he operated there until his business demanded larger premises. In the

winter of 1895 he built a large new mill, also on Ontario Street, which was destroyed by fire June 21, 1896.

The following February the Coleman Lumber Company's secretary-treasurer, James Harrison, opened a planing mill and lumber yard on Brant Street at Ontario Street, extending back to John Street. By 1902 the planing mill was "fitted throughout with new machinery of the most improved make and is operated by electric power from Niagara Falls." The machinery was run by a first-class machinist, A. Coates.

Mr. Coates learned the business well because by 1908 we find him proprietor of A. Coates and Son with offices, mill and yards on Brant Street—about where the parking lot is, adjacent to Peter Lush and Associates. The company was described in 1917 as "among the largest manufacturers and dealers in Burlington and Halton County." Their business was in builders' supplies but a specialty was fruit boxes of all kinds with "printing matter on the boxes as desired."

The lumber yard of James Harrison was bought by Allan S. Nicholson in 1911. Business mushroomed during World War I and in 1914 a new plant was built further along Ontario Street at Maple Avenue. In the 1920's O. W. Rhynas Company operated the mill on Ontario Street. The Nicholson Company today manufactures windows, doors, millwork and is beginning an overseas export business. Nicholson's is in the process of a second move necessitated by the growth of the business. During the next three years, operations will be gradually transferred to a large site on the north side of the Queen Elizabeth Way, between Walker's Line and Guelph Line. Warren A. Nicholson has succeeded his father as president of the company.

John Kentner operated another lumber enterprise at the turn of the century. It was at Maria and Brant Streets where the Masonic Hall is today. His lumber yard, planing mill, which also turned out fruit containers, and stove wood yard, were all successful. He also ran a cider press "owing to the fact that there are large quantities of fallen apples unfit for foreign shipments from which cider is made for vinegar and other purposes."

On March 13, 1902, a meeting of village council was called by Reeve Kerns to discuss the advisability of encouraging the establishment of a company "either for milling, canning or any other purpose that will bring trade to the village." In council minutes there was no further mention of a canning factory until the court of revision report in November, 1903, when the "Burlington Canning Co." was assessed the same as last year, $2,000. In 1905 council approved a radial line siding along John Street across Pine and Water Streets, to service P. C. Patriarche's coal yard and the Burlington Canning Co.

The cannery, taken over by Dominion Canners Co. (later Canadian Canners) in 1910 thrived on the same site at the foot of Brant Street until the early 1960's. At that time the land was sold and the buildings taken down. The parent company amalgamated all its processing into a central plant which is no longer in Burlington. A branch of Canadian Canners was opened on Walker's Line in 1959, engaging in the manufacture of cans.

In Freeman, off the Middle Road (now the Queen Elizabeth Way) just west of Brant St. and adjacent to the railway, D. A. Hyslop opened a branch of his canning company in 1923. In 1925 the name was changed from D. A. Hyslop and Sons to Tip Top Canners. The premises, destroyed by fire in November, 1962, were rebuilt on the same site and the following year controlling interest was purchased by Stuart House International. The company, which Hyslop started with the canning of asparagus, now deals in a wide variety of the area's fruits and vegetables as well as in the production of soft drinks.

The coming of industry to town has not been an unmixed blessing. In 1906 council instructed the Reeve and two councillors to call on the president and directors of the cannery re smoke nuisance. The company was notified that unless it did something within a week to the satisfaction of the council, to prevent smoke from its chimney "committing a nuisance" council would pass a by-law dealing with the smoke. It was not until 1953 that such a by-law, #1405, was passed, happily with the approval of most of the business interests in town.

One industry which Burlington has erroneously been given credit for fostering is the Burlington Glass Works which operated in Hamilton between 1875 and 1909 on the west side of Burlington Bay just behind the location of the present Hamilton Yacht Club. This is another case where the name Burlington has been given to a company probably because of its proximity to the body of water known then as Burlington Bay and not referring to the Town of Burlington.

A 1914 letterhead from the office stationery of the new town's Publicity Commissioner boasted, "Progressive, Beautiful, Healthy Burlington—Good factory sites at the head of Lake Ontario, cheap electric power, fire protection, railways: Grand Trunk, Canadian Pacific, Canadian Northern, Radial Electric."

By 1917 a business promotion booklet described Burlington as one of the "Live Wire Towns of Halton County". The chief industries existing toward the end of World War I were listed as "lumber, saw and planing mills, canning factory, fruit packages, machine shops, carriages, wagons, creamery, fruit growing, fruit evaporation, flour mill and mixed farming."

The 1917 booklet proudly advised "manufacturers or businessmen who are casting about for new localities . . . there is room for many various lines of industry that have not yet been overtaken" Although there was no town business promotion department at the time, the administration offered "first class sites, with exemption from taxes" to manufacturers wishing to locate here

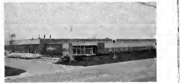
Two chemical companies were established in town after the turn of the century Mac Smith a fruit broker and later Mayor, founded in 1909 the Niagara Brand Spray Co Ltd At this time technology was rudimentary and few chemicals outside of sulphur were used in the manufacture of sprays for farm produce Mr Smith's products, simple as they were, filled a need in this predominantly farming area, and the business prospered up near Freeman station

In the early 1930's Mr Smith sold his interest and the company now operates as Niagara Brand Chemicals Division of F M C Machinery and Chemicals Ltd The firm manufactures a diversity of products including weed insect and fungus killers, paint removers and brush cleaners It supplies sulphur for the rubber industry and is involved in the consumer package area for home and garden chemicals

In 1913 a second chemical company, the Vera Chemical Co, built a plant for its four employees at Freeman Rosin size to supply the requirements of Canadian paper mills was manufactured In November, 1931, it was purchased by an American company and in 1939 became Hercules Powder (Canada) Ltd The one product plant of 1913 now produces several major types of products and employs over 70 in operation and sales

At the close of World War I the town began to consider seriously the need for industry and in 1919 a new Industrial Reception Committee of town council was initiated Several new industries did locate here during the decade before the depression years but not enough to affect the town's agricultural and residential nature

The raw materials in the Iroquois Bar gave the impetus to two companies which got started in the 1920's. The first sale of Howard sand and gravel was made in the spring of 1921 to a teamster who had heard that the Aldershot farm of Hiram Howard rested on sand A load was dug for him from a hole in the middle of a cherry orchard and shoveled onto the man's horse-drawn dump wagon Young John Howard assisted in the operation and remembers that the man returned for more and more loads along with others who heard of his source As the Howard farm had not been too successful the family gradually turned to the sand and gravel business John Howard guided it from a hand operated venture to one using small scale machinery During World War II a relatively modern gravel and sand crushing and washing plant was built Later Howard Concrete and Materials Ltd began to produce ready mixed concrete with the most modern of equipment



INTERNATIONAL HARVESTER COMPANY OF CANADA, LIMITED
AN INTERNATIONAL INDUSTRY IN BURLINGTON

Jacob Cooke started in the hardwood flooring business in Burlington in the late 1920's. He began building homes and started making concrete blocks at his 5 New Street home. In 1940 he bought an Aldershot gravel pit and built a small block plant on St. Matthew's Avenue. Now J. Cooke Concrete Blocks deals extensively in builders' supplies manufactured from the stone of the Iroquois Bar.

In the northern part of the Guelph Line, Nelson Crushed Stone has a large quarry developed in the last few years. The Burlington Brick Company once operated north of Freeman, and the Dominion Sewer Pipe Co. started in Aldershot in 1928 on the finest red "sewer pipe" clay to be found in Canada.

The end of World War II saw a few more companies such as N. Pollard and Son Ltd., Jones Tool and Machine Co. and Susan Shoes Ltd. which took over a wartime parachute factory, located here. Even so, in January, 1957, within the small boundaries of Burlington there were only about 14 plants. At the time of amalgamation industrial growth was at an all-time low, a mere 5.85 per cent of the total assessment. In the process of amalgamation such thriving industries in Nelson township as Bonar and Bemis, International Harvester, Hendershot Paper and Butler Manufacturing were brought into the Town of Burlington.

The mayor at that time, John A. Lockhart, established an industrial and development committee and a former mayor of the town, Gordon Blair, was appointed its administrator. Under his guidance the committee helped to establish the type of environment which would attract industry. Mr. Blair recalled that in 1958 Burlington had only 58 acres of fully serviced land available for industrial development.

To keep Mr Blair from "doing business from an empty wagon" the town purchased in 1958 from Studebaker of Canada Ltd, 180 acres on the Guelph Line north of the Queen Elizabeth Way for $600 000 This land Progress Park, lies within easy reach of railways and roads, is 15 minutes from Hamilton Harbour and 30 minutes from Malton Airport.

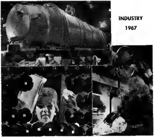
One of the first industries to move into Burlington following amalgamation was the Fuller Brush Co which moved here from Hamilton Others followed and a total of over 90 new industries have moved into town since 1958 By mid 1966 there were 140 acres of prime, fully serviced industrial land ready and within two years another 150 acres will be ready Sewer trunks and water mains have been completed up Walker's Line and Appleby Line as far as the Queen Elizabeth Way This means that with a minimum of capital investment a vast area, 500 to 600 acres could easily and rapidly be developed

Industrial growth in Burlington was not only a matter of new industry coming into the area Burlington had in 1958, 46 well established industries Of these, 26 have expanded, many of them like Alchem, more than once Of the over 90 new industries which moved here since 1958, 13 have had at least one expansion Barton Tubes has expanded three times while Standard Refractories found it necessary to move to a new location

Some of the major new industrial construction of 1966 includes the Steel Co of Canada research centre on Kerns Road, plants of Midland Ross Corp and Fisher Ludlow, Cuna Insurance Society Canadian headquarters, Hoover Company Ltd washing machine plant Delman Manufacturing Co, and Sabre Saw Chain (Canada) Ltd

FULLER BRUSH COMPANY LIMITED — THE FIRST PLANT IN PROGRESS PARK

A growing economy has lifted the total number of established industries in Burlington to 140 manufacturing, distributing and service companies in the most recent 1966 survey. With residential development preponderant, the continued growth of industry is needed by taxpayers and vital for balanced assessment.



PRESENT DAY INDUSTRY RANGES FROM BASIC FOUNDRY TO METAL FABRICATION AND COOKIES

23

The Development of Business and Commerce

Prospective immigrants were encouraged to settle in Canada West by publications such as Smith's Canadian Gazetteer (1846). It warned, however, that land prices would be "generally rather high" in the Gore District, with "wild land" ranging from $6 to $15 an acre, and cleared farms from $25 to $50 an acre. On the other hand, the new country presented great opportunities for a man willing to take the chance.

The village of Wellington Square, "pleasantly situated on Lake Ontario", appealed to many settlers and by 1846 the bustling community had its own physician and surgeon, a steam grist mill, a foundry, tannery, two stores, six groceries, a druggist, a pottery, four taverns (the principal one being Ontario House), a saddler, tinsmith, baker, two wagon makers, two blacksmiths and four tailors.

There were two churches in the village proper and postal service every day. A schooner was locally owned and large shipments of flour, timothy seed, wheat and butter were exported.

The English touch was evident in the advertisements of that day. The better hotels guaranteed London porters 'always on hand', good stabling and covered stages leaving for distant points each morning. Tailors advertised west of England cloths, summer coatings and rich vestings.

According to an old diary, deliveries from butchers and bakers started about 1875. Diarist George Thompson, lighthouse keeper and ferryman at the canal, mentioned in 1870 the use of foreign 5 and 10 cent coins and quarters, there being no Canadian coinage, and said that in Wellington Square, Walter Bastedo "gives American silver at its face value".

The Halton County Atlas appeared in 1877 with advertisements, one of which was a 'Business Card' inserted by Alex Duffes and L. B. Allen. It read: "Alex Duffes and Co., Junction of Great Western and Hamilton and North Western Railways, Wellington Square, Ontario. Wholesale and Retail Dealers in Grain, Seeds, Flour and Feed Etc. A choice lot of Groceries, Provisions, Boots and Shoes, also, Salt in Bulk and Barrels . . . Plaster, both Land and Calcined, Always on Hand. (The highest market price will be paid in cash for Grain, Wool and all kinds of farm produce). Grain bought and sold on commission".

The business directory had expanded by 1889 when Wellington Square's population was 1,245 and it had become "Burlington, a station on the Toronto branch of the Grand Trunk Railway at the crossing of the North Western Railway, about 18 miles south east of Milton, the county seat and ten miles north east of Hamilton, its nearest banking point."

The Canadian Express and the Great North Western Telegraph Companies were located here. F. R. Davidson was listed as appraiser for the Canada Permanent Loan and Savings Company and the Lion Provident Life and Live Stock Association had a branch office, as did Temperance and General Life Insurance Company. F. R. Davies dealt in real estate, W. G. Nelles was postmaster and T. J. Green and R. A. Pringle were in law practice. E. Thomas was the dentist, Charles Taylor the barber and E. Williamson the undertaker.

Women were also in business, such as Miss T. A. Cotter, music teacher, Miss M. Delongh and Mrs. Sarah Oakley, dressmakers, Miss H. L. Dunning, millinery, and Mrs. E. Virginia, a colored lady whose late husband had been a barber. She had a confectionery store in the village.

Many prominent businessmen were Masons in Burlington Lodge No. 165 which was founded in 1864. They met first in a frame building at the corner of Brant and Pine which still stands, occupied by Dale's Hardware, 367 Brant Street. Charter officers were Francis Baker, James L. Gage, Chris Richardson, Fred Bray and Gilbert C. Bastedo. The lodge was unique in having had as one of its Worshipful Masters in the early days, the chief of the Six Nations Indians, W. J. Simcoe Kerr, grandson of Joseph Brant. Other meeting places were above Kerns' store at Water and John Streets and the present headquarters are at Maria and Brant. Brant, the newest Lodge, was established in the 1950's.

Burlington's centre of business activity remained on the waterfront at the foot of Brant Street even after the dawning of the railway age. In 1810 James Gage purchased 338½ acres from Joseph Brant's estate and built a wharf, warehouse, mills and factories at the foot of Brant Street. During the same period, Bunton's wharf and Baxter's wharf were located in the same area between Locust and Elizabeth Streets. Port Nelson with its wharf at the foot of the Guelph Line, was an important grain shipping point.

Horses were stabled in the barns of the hotels, or tied to hitching posts along the streets. A few of these posts survived until the late 1940's. Rings often were fastened in convenient trees as well.

In 1902 Charles F. Coleman doubled as a house and sign painter, paper hanger and as a successful florist specializing in violets, roses, mums and carnations. Thomas Hood was manager and caterer at the Brant Hotel, James Harrison owned a planing mill on Brant Street and lived where the Riviera Motel now stands on Lakeshore Road, E. H. Cleaver, Solicitor of Supreme Court, Notary Public and Commissioner, dwelt in a turreted brick residence on Caroline Street facing Pearl Street.

George Allen, born in Wellington Square in 1843, was a hardware dealer, John Ferguson sold coal and lumber, Byron S. Hicks was the jeweller and optician, William Brush was manager of the Queen's Hotel and F. B. Bennett managed the Traders' Bank of Canada on Brant Street near Water Street.

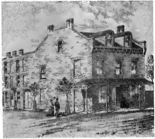
The building at the north-east corner of John Street and Lakeshore Road is one of the town's oldest commercial structures. Built by John Waldie, first Reeve of Burlington well over a century ago, the store handled everything from groceries to dry goods and hardware. Waldie employed 14 clerks and on Saturday nights when the farmers came to town, the store and plank sidewalk outside were thronged with shoppers. William E. Kerns was John Waldie's partner for 20 years before buying out the business when Waldie became a lumberman.

Later owners were Hicks and Bamford and Templins. In recent years the store has served variously as a brewer's retail outlet and an automobile showroom. The building was extensively renovated in 1966 with three retail outlets on John Street being opened up.

The second floor was used as a dressmaking establishment, run by "Min" Johnson. At the rear was a hall with a stairway leading up from John Street. The Masons assembled there for many years, as did the World War Veterans' Organization before they had a Legion Hall. The Burlington Citizens' Band held practices in the place on Wednesday nights.

A feature of this old building was a windlass, 18 feet in diameter, held together with square-headed nails, which was used to operate a hoist by which grain was hauled up. Gun racks found in the top floor

MAC SMITH & DAVID DICK TOUR BRANT ST., NEAR WATER ST — 1906



JOHN WALDIE & CO., WATER ST. (LAKESHORE RD.) AT JOHN ST.

gave rise to the romantic rumour that the building served as a fort. It may have housed militiamen during the Fenian Raids, or the 20th Halton Rifles (Burlington Company) may have gathered there since William Kerns was lieutenant-colonel of the Rifles from 1888 to 1898.

Water Street had several business establishments, including the first two post offices, and Clifton's tailor shop was where Farrauto's tailor shop is now. Mr. and Mrs. W. A. Walker operated a millinery shop in this block and they later owned a Red and White store.

Burlington's first movie house, on Brant Street opposite Ontario Street, was called the Crystal Theatre. The building still stands serving as commercial premises. Hume Theatre on Lakeshore Road later became the Roxy and is now the Odeon. The site was formerly occupied by Dr. Watson and also served as a baby clinic. When the theatre was built the clinic was moved to the basement of the library on Brant Street and later to the Maitland Young residence on the lakefront, in which Billy Kerns, son of the colonel, lived for years.

The bus terminal at Lakeshore Road and John Street is another old building. At one time Richard Cole's bakery was located there, and in 1912 it was the Bank of Hamilton branch, which was absorbed by the Bank of Commerce in 1925.

A competitor of Kerns' store, for many years, was Taylor Bros. founded in 1906 on the site of the present McAlister Motors. The firm boasted a $35,000 stock of dry goods, notions, ready-made clothing, furs and groceries. As Fred W. Taylor's ad read, "the store has carried into execution the latest ideas of mercantile endeavour."

The first bank to locate in Burlington was a private one owned by Richard Baxter and Company, located on the south-west corner of Brant and Water Streets, one of the last buildings to be torn down in 1966 to make way for the Centennial park development. West of it was Galloway and Co., a grain warehouse which advertised "Cash for Wheat."

A pier projected out from the foot of Brant Street and people still living recall fishing from it. An incline track ran from the grain warehouse to the dock and this ingenious arrangement speeded up loading of the boats.

In more recent years parts of the warehouse were renovated to house a swap shop, Parkers Cleaners and Virtue Motors, which also owned the garage across the street at Locust and Water Streets. For several years after 1914 the property was the Ford Garage operated by Chas. Klainka. The office and garage were on Water Street with another garage and repair shop on Pine Street "with accommodation for 25 cars." An ad in 1917 said "There is a continually-growing demand for automobiles and residents of this section generally are showing quickly their appreciation of the possibilities for pleasure and luxuriant comfort that the automobile possesses." This corner is still occupied by an auto dealer.

Before 1900, the north-east corner of Brant and Water Streets was occupied by Galloway and Baxter's store, and after 1900 by the Traders Bank of Canada, ("Farmers' business solicited") with office hours from 10 a.m. to 3 p.m. and on Saturdays from 10 a.m. to 1 p.m. and from 7 to 9 p.m. (for the farmers' convenience). The business was absorbed by the Royal Bank of Canada in 1912 and the building torn down to make way for today's modern structure.

Burlington, "one of the live-wire towns on the new highway" had a population of 2,600 in 1917 and its merchants were described in an industrial promotion booklet as "progressive and successful." F. D. Ghent was mayor and G. H. Nicholson was reeve. The businesses on lower Brant Street, north from the Royal Bank, included Le Patourel's Drug Store in its second location in the same block over the years. A. E. Rusby's meat market established in 1868 by his father Leonard, advertised "the most reasonable prices with honest weights and measures always quoted." W. W. Currie, a former employee of Taylor Bros., stocked meats and oysters in season in his quality store, opened in 1915. It is now Hucker's Dry Goods store. Next to it was Tom Jocelyn's stationery and variety store which, up until 1912 had been owned by J. M. Pollock. Tom Waumsley, who retired in 1966, was the proprietor for many years after the Jocelyns.

The Raymond Hotel, now the Coronation House, was presided over by Art Truman. Bill Cardwell ran a tailor shop next to Fred Parkin's pool room. Graham's Shoe Store, also in the first block off Water Street, was established in 1907 and is now known as Mel Howden's Shoes.

Roy M. Early owned a grocery store (formerly Billy Little's) with "the highest grade of goods at the most conservative prices" at the corner of Brant and Water Streets, now occupied by the Shell Station. Lakeside Dairy was on the same block below the present Burlington Cleaners. The old established business was taken over by A. W. Baker in 1915. "Doc" Noyes was the village's only barber for a long time. He advertised his shop which stood opposite James Street on Brant as a "Tonsorial Parlor."

E. W. Williamson, undertaker and furniture dealer, was in the first block on Brant Street, immediately north of the present Burlington Gazette office. This business, dating from 1877, was owned by Mr. Williamson from 1901 on. On the opposite corner was Colton and Lorimer's hardware and stove retail outlet. The partners bought it from James Allen in 1913. Today it is Dale's Hardware.

Farther along in the block to the north, where Haswell Home Furnishings is located, John T. Matthews had a hardware store too. In 1909 Jack Matthews had a second store at Freeman on the east side of Brant Street near the Plains Road. Adam Begg, a retired cobbler, lived in a cottage where Burlington Pharmacy is now.

In 1917 Rae Bros. were agents for Gray-Dort and Chalmers cars. Their showroom was north of the Crystal Theatre on Brant, near the present real estate office of Lloyd F. Utter. Also on Brant Street was Shapland's shoe store, just north of Ed Dickenson's candy store, now Watson's Jewellers. "Polly" Brooking had a carriage works and shooting gallery next to Ed Corwin's real estate office in the next block north and N. Hubbert's grocery store was near Maria Street.

Billy Campbell's meat market offered cash for hides and skins. It was established by J. C. Campbell in 1881 near the present office of McGrath's real estate. A playground set up by the Lions Club was at the north-east corner of Brant and James Streets.

Another well-patronized butcher shop was located where the Wellington Square Mall now stands. It had several owners, from R. W. Dingle to Albert England. "Hud" Sheppard was a popular butcher in

INTERIOR OF JOHN T. MATTHEWS HARDWARE STORE, BRANT STREET
(NOW HASWELL'S HOME FURNISHINGS)

the employ of "Dick" Dingle whose sons are respected professional men of Burlington today.

Frank H. Sheppard, tinsmith, was in the Odd Fellows' block at Brant and Maria Streets. Orman Bush, now in men's furnishings, began his business career with his father in 1908. The firm dealt in saddles, harnesses, blankets, valises and other travelling goods, and did business on Brant Street a few doors north of where Orman Bush's Men's Wear is located today. Mel Bush, town clerk for many years, is of the same family.

In 1916, R. H. Wilson dealt in flour, feed and grain at Pine and John Streets. Phil C. Patriarche's Coal and Wood business on John Street was founded by George Allen about 1867. In later times, the business was owned by F. W. Watson and Son and Milne's Coal and Fuel. Clegg Glass Ltd. occupies the premises today.

Up to 1940, the Burlington business district didn't extend much farther north than Maria and Brant Streets. Brant Plaza, Slessor Motors and St. John's Church occupy land on which once grew the finest grades of apples.

Several of the town's older homes are to be found in the vicinity of the Estaminet restaurant, itself once the residence of Lieut. Col. William

Kerns, merchant militarist and legislator who died in 1913, widely mourned. In 1919 Mr. and Mrs. George Byrens opened the Estaminet for business with only four tables and soon had earned the reputation of restaurateurs par excellence. The stately Mrs. Byrens operated the Estaminet until 1952 when Reginald Cooper bought it. Since his retirement in 1963, his son Brian has enlarged the premises and made other changes without in any sense removing the familiar homey atmosphere.

At the corner of Maple Avenue and Plains Road is the Tien Kue Inn, located in another old home. It opened about the same time as the Skyway Bridge was finished, so was named Tien Kue, which means "Sky Bridge". The Brant Inn, on the lake front at Maple Avenue, became one of Canada's best-known dance spots in the 1930's and 1940's under the management of John Murray Anderson, one of the country's outstanding impresarios.

Farther east along the lakefront, the Pig and Whistle Inn was built in 1930 at what is now Burloak Drive, overlooking the lake. Built by a firm which had similar English-type inns in other towns, it fell back into the hands of the contractor Hughes Cleaver, during the depression. The business has changed hands several times and the present owners are beginning to make extensive renovations.

Burlington had its good and bad times during the depression, in common with the rest of the country. Prices in 1933 were low for groceries, but so were wages. There was still money being spent for cars though, and a report of 1933 read "Executives of the automobile industry report the biggest turnover in years . . . on the sales floor and regrettably, also in the ditches."

In 1941 there were 65 stores in town. By 1956 these had increased to 104, due to the town's rapid growth. The Chamber of Commerce was organized in 1947, developing out of the Burlington Business Men's Association, founded in 1925. By 1956 the organization had expanded to become the Burlington-Nelson Chamber of Commerce. Following amalgamation in 1958, the name was changed to the Burlington Chamber of Commerce. Under the presidency of Roy A. Nicholson and the managership of Leo Podetz, the Chamber was revitalized with headquarters in the Brant Arts Building.

Within the past decade, businesses have sprung up in all directions, particularly in plazas at Aldershot, Long Acres, Brant Street, Mount Royal, Roseland, Walker's Line and Skyway. New housing and high-rise dwellings have steadily increased the number of consumers during the last few years.

Brant Street merchants, in many cases still located in old buildings, are co-operating with the Chamber of Commerce and the Jaycees who have adopted the Norwich plan for improving store fronts, incentive having been given by the construction of the towering Civic Administration building in their midst.

24

"Render Unto God": The Churches

No one can deny the influence of the church in any community, and in pioneer days the church served not only as a place of worship, but as a community centre for the only social life the settlers knew. Our ancestors' religious backgrounds, varied though they may have been, were well established in the Gore district, in the early years of the 19th century. According to the Halton County Atlas of 1877, the first church in this area was built in 1822 on the farm of Gilbert Bastedo for Presbyterian adherents. Rev. Mr. King sent by the Synod of Ulster as a missionary to this part of the country, was the minister. The first Methodist Church was built soon afterwards at Nelson Village.

According to Robert Gourlay in "Sketches of Upper Canada," by 1817 "the most numerous of all denominations are the Methodists who are spread over the whole province." One of Burlington's most modern churches, Appleby United, traces its history back to an early Methodist supporter, Isaac Van Norman, who began services in his home in 1824. Since the days when Rev. Egerton Ryerson was the circuit preacher, this church has had 30 ministers. The present minister is Rev. W. Gray Rivers who succeeded Rev. Earl W. Brearley, and his assistant is Rev. John T. Clarke.

An early account of the saddlebag preachers, such as Egerton Ryerson, reads: "The preachers travelled to the farthest back settlements in the wildest places, under the most severe privations as to food, shelter and home comforts, preaching the gospel of Christ to the settlers. They travelled through swamps at the risk of their lives, to sing the good old Methodist hymns and pray for the poor backwoodsman and his family." No one was more welcome than the preacher who not only gave them religious consolation, but the latest news of the outside world.

Prior to 1834, people in Wellington Square, hungry for the Word, were ministered to by itinerant missionaries, and early records of St. Luke's parish bear the names of F. Mack, H. O'Neill and Rev. J. G. Geddes as their travelling preachers. St. Luke's was built in 1834 on bushland which had been set aside as English Church property. The first child baptized at St. Luke's Anglican Church was Martha Elizabeth Tassie, daughter of a stonecutter, on November 15, 1835, and the first

ST. LUKE'S ANGLICAN CHURCH

marriage recorded was that of William Dalton, Nelson township farmer and Elizabeth Sinclair on December 28, 1835. Elizabeth Brant, daughter of Chief Brant, solicited funds for the church building in England. She, her husband and son are buried in the churchyard.

Rev. Dr. Thomas Greene who had been sent out by the Irish Mission Society in 1832, became the first rector in 1838 and remained until his death in 1878. St. Luke's has had distinguished clergymen in its pulpit, including Canon Frank Hovey and Rev. G. W. Tebbs, a colourful figure in the community. In 1840 the acacia trees associated with St. Luke's from the beginning were planted by Mrs. Greene, an ardent gardener and some of these trees were replaced years later in 1927. Her beautiful rose-bushes brought from Ireland gave Roseland its name, the Greene home being situated in that general area.

Years later, when a church at Elizabeth and James Streets became too small for the Methodists, the building was purchased by St. Luke's Anglican Church and used as a Sunday School from 1889 to 1923. During the tenure of Rev. G. W. Tebbs in the twenties, the Memorial Parish Hall was built by St. Luke's and dedicated to the memory of boys who fell in the First World War.

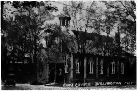
Nestled among the trees off Ontario Street, St. Luke's historic past is graphically related on the old tombstones in the churchyard cemetery. Canon C. F. Heathcote became rector in December 1942 and was succeeded by Rev. Robt. F. Blackwell in February 1967.

Members of Knox Presbyterian Church still meet at the same site where the founders worshipped in 1845. Land was donated by Andrew

and Martha Gage who had bought the property in 1810 from the trustees of Joseph Brant's estate. Inscribed on the deed dated April 18, 1845, are the names Isaac Buchanan, Gilbert Bastedo, John Bent Sr. and John T. Bastedo.

That summer a plain frame church was built at James and Elizabeth Streets and named after John Knox who founded the Presbyterian faith at the time of the Scottish Reformation in the 16th century. The first minister was Rev. William McLean. Knox was served by a succession of dedicated divines including Rev. David Anderson. Thirty years later the little church was becoming overcrowded and eventually a new sanctuary, which is the present Knox Church, was built and dedicated on May 20, 1877. The original building was moved a few yards east and brick veneered. It is still used for Sunday School purposes. The church entrance on Elizabeth Street was built in 1910 to accommodate the stained glass window given by Hon. Colin Campbell in memory of his mother. The present minister, Rev. H. G. Lowry was inducted in 1949 and is the 15th minister of Knox Presbyterian Church.

In 1852 a little group of Wellington Square residents formed a Methodist Society and on Sundays walked through the bush to Fisher's Corners Schoolhouse on Guelph Line, where the Episcopal Methodists had been worshipping for some years. Before building their own church the villagers also met in the Temperance Hall (later the Town Hall) with the first class organized by Dr. Van Norman. A site for Burlington Methodist Church was donated by David Torrance on Elizabeth Street and the church (now Sea Cadet Hall) opened for services in 1858.



KNOX PRESBYTERIAN CHURCH — ELIZABETH ST

As time went on, the Methodist congregation needed more accommodation. A new church built in 1886 was destroyed by fire on Christmas Day, 1892. In 1893, the present church was built next door to the Town Hall which had been an earlier meeting place. When the Methodist Church across Canada joined in union with a portion of the Presbyterian Church, and Congregationalists in some areas, in 1925 to form the United Church of Canada, Burlington Methodist became Trinity United Church. The minister at that time was Rev. E. Val Tilton.

The trowel used in laying the cornerstone of Burlington Methodist Church in 1886 was put to use again in November, 1965, in connection with the new Wellington Square United Church on Caroline Street, which combines the congregations of Trinity and St. Paul's (a former United Church congregation on Prospect Street.) The ministers of the modern Wellington Square United Church are Rev. G. Keith McMillan, Rev. J. P. Ashwin and Rev. W. J. Preston.

A Roman Catholic parish, St. John the Baptist, was established in 1849 but no church was built until 1861. The people were attended by Rev. John Cassidy from Dundas who also had under his care Waterdown, Milton and Oakville. Parishioners from Burlington had the opportunity of assisting at Mass only once a month, but hardy souls walked from here to Dundas on Sunday mornings to worship at St. Augustine's.

Before the church was built, those of the faith gathered at Napoleon Ogg's home on Pine Street whenever a priest would arrive for the monthly Mass. A parish house was erected in Oakville in 1858 and Burlington was joined to it as a mission. This church had few material comforts and parishioners worshipped on the bare ground with rough boards as pews. The Ogg family had donated a piece of their property at the corner of Pine and Elizabeth Streets and St. John's Church was erected in 1861. It remained as a mission church attended from Oakville until 1925, when Rev. D. A. Ford was appointed as first resident pastor of the separate parish. Father Ford also served the Beach, Milton and Milton Heights churches. Later, the Church of the Little Flower, Hamilton Beach was the only mission.

Rev. (later Monsignor) J. Corbett Warren was appointed Pastor in 1945 and remained until his death 20 years later. In 1948 St. John's Separate School was built on Brant Street and by 1952 construction had started on the large, modern St. John's Church next door at the corner of Blairholm Avenue and Brant Street. Present pastor is Rev. B. J. Ryan. The original St. John's still stands today and serves St. Mary's Ukrainian Catholic Church congregation.

A good example of co-operation between local churches was the Wellington Square Branch of the Bible Society, formed in 1849. The first preserved record of the annual meetings is for October, 1855, at the Temperance Hall. Executive members were Henry Foot, James Laing, John Bent, Daniel B. Chisholm and William Beeforth, with a committee

of 17 prominent businessmen and clergymen in the community. The local branch had a depository for the sale of Bibles with over 200 of them sold in 1854.

Later known as the Burlington Branch of the Upper Canada Bible Society, it was a well-conducted organization and wives of the members regularly solicited donations for the work of the Church around the world. The Bible Society was a valuable contribution to the religious life of the community.

Churches continued to be built and the Port Nelson area was served for years by the Wesleyan Methodist Chapel built in 1862 at the corner of First Avenue and Guelph Line. The white frame church still stands, having served many different congregations over the past 100 years.

The first mention of Baptists in Wellington Square was in 1850 when an earnest few assembled for services in the home of James Cushie Bent. This property, originally part of Brant's Block, is the present home of W. J. McCulloch, 507 Elizabeth Street. The original meeting place still stands at the bend of Rambo Creek.

In 1875 trustees of the Regular Baptist Church bought from Deacon John Bent the site for the present Calvary Baptist Church at the corner of Ontario and Locust Streets. Residents of the village joined the new church and a measure of prosperity followed. A branch mission was started at Port Nelson and the new Mission House was crowded at the opening services.

CALVARY BAPTIST CHURCH
LOCUST ST

BURLINGTON METHODIST CHURCH
(TRINITY UNITED) — ELIZABETH ST

A succession of pastors served during the early years of Calvary Baptist which was linked with churches in Waterdown and Bronte between the pastorates of Rev. Albert Carr (1906) and Rev. A. Cooke (1923). Mr. Cooke was succeeded by Rev. J. J. Roberts.

In 1930 when Calvary Baptist withdrew from the Convention of Ontario and Quebec, some members left the congregation. A Baptist Women's Mission Circle was kept active by Mrs. James Chapman and Mrs. E. R. Swift until the post-war years when the Baptists were growing in number in Burlington and a new congregation within the Convention was needed. Assisted by the women's group, Rev. Dr. N. H. Parker held a meeting at the home of L. D. Dingle, Q.C., and services were begun at Trefoil Lodge in 1952. Knox Presbyterian Church offered use of its facilities for Sunday afternoons and mid-week Bible classes. Burlington Baptist Church was erected at Bridgman and New Streets in 1954 when Rev. L. V. Hultgren was pastor. The present minister is Rev. Stanley A. Woodcock.

Calvary Baptist Church has continued to be a religious influence in the core area of town. Now under the Fellowship of Evangelical Baptist Churches, the pastor is Rev. W. E. Payne.

In 1920 the Lambshead and Almas families on East Plains Road began to hold meetings in their homes and the group became known as the Freeman Mission. As attendance rose, a regular meeting place was needed and a house was bought on East Plains Road near Brant Street in 1921. Such enthusiasm was shown, that by 1928 the charter members voted to apply for membership in the Associated Gospel Churches of Canada and Gospel Chapel, Freeman, came into being.

Acting pastor was A. N. Lambshead, who continued his thriving market garden business while studying for his ordination. He remained as pastor until 1947. Property on Brant Street was donated by Ellen Almas and 119 people were present for cornerstone laying of the new church in 1929. There were four pastors before Rev. M. P. Estabrooks came in 1960 and the name was changed to Brant Street Bible Church. Present Pastor is Rev. John W. Hadall.

While the population of Burlington was, at the outset, predominantly British, some of the early settlers were Pennsylvania Dutch (Fishers, Engleharts, Ghents and Clines). Scottish and Irish immigrants came after 1820 and this century saw groups of Germans, Italians and French entering the area. Since 1920 there has been a noticeable increase in the number of Dutch who came to work on farms but since have taken up positions with local industries in many instances. Starting in 1928, a few Dutch families from Burlington and surrounding districts worshipped wherever space was available in Hamilton, a church basement, a bricklayers' meeting hall and the Labour Temple. Some years later they bought a former Baptist church building at Dundurn and Main in Hamilton and from it, a number of branch churches originated. After

World War One, many families from Holland settled on the land hereabouts and John Broersma, now of Burlington, was one of those who often helped the new settlers.

A number of the newcomers began church meetings in the Lions Hall and in 1953 bought the old Wesleyan Methodist Church at Guelph Line and First Avenue. By 1959 they had built their own Christian Reformed Church on New Street with Rev. John Van Dyk as minister. He was succeeded by Rev. A. W. Schaafsma and today's minister is Rev. L. Mulder.

In 1964 members of the congregation assisted in the formation of Trinity Christian School on Walker's Line which now has an enrolment of 80 children. A regular elementary school curriculum is followed and religious instruction is given. Many couples are also members of the Dutch Canadian Club in Oakville, whose founder is William Brouwers of Burlington.

This area has a second congregation of Dutch families at Ebenezer Canadian Reformed Church on Dynes Road and the minister is Rev. G. VanDooren. Members keep their ties with their homeland by holding the Sunday morning service in English and the afternoon service in Dutch.

The old Wesleyan Chapel on the Guelph Line, which served the Dutch congregation so well, was also used by charter members of Port Nelson United Church in 1952 for Sunday School classes and church services.

Port Nelson United at the corner of Rossmore Boulevard and South Drive, Roseland, was dedicated January 10, 1954, and a larger church was dedicated in September, 1961, the original building being converted to a Christian Education wing. Rev. M. Jewitt Parr was appointed minister in 1960. Assisting him is Rev. R. W. O'Brien.

On many occasions through the years, district ministers have joined forces for special services. A typical example is the memorial service held January 28, 1936, the day of King George V's funeral in England.

In 1950 the Burlington Ministerial Society was formed for mutual aid and fellowship among local churches in connection with interdenominational matters. There are now 40 Protestant members.

As the population spread eastward, another Anglican church was needed. In March, 1952, the first service of St. Christopher's Mission was held at Fisher's Corners School.

Property was purchased on the Guelph Line between Prospect Street and Woodward Avenue and the congregation moved into their new quarters in February, 1955, with the first rector of St. Christopher's Anglican Church, Rev. Harry Mansfield. As orchards and farms gave way to new subdivisions the parish grew in five years from 130 families to 645 by 1960. Rev. Canon C. M. Mitchell has been rector since April, 1959.

Strathcona Presbyterian Church has served the eastern part of town since 1957, the congregation meeting first in the Scout Hall on Belvenia Road and then in Nelson High School with Rev. Wm. K. Palmer as first minister. The church was officially recognized in 1959 with 118 charter members and the edifice on Walker's Line was built in 1961. The present minister, Rev. H. D. Smith, began his work with Strathcona Church in 1962.

Trefoil Lodge was used again as a temporary church when Glad Tidings Assembly was founded in 1957. The present church on Mountainside Drive opened in March, 1961, with a seating capacity for 200. The present pastor is Rev. Keith Running, who succeeded Rev. Floyd Rhude in 1966. Glad Tidings Assembly is a member of Pentecostal Assemblies of Canada.

A new Roman Catholic parish, St. Raphael's, was welcomed in 1958 with Rev. Henry Gibeau as pastor, assisted by curate Rev. Theodore Lash. At first the parish extended from the Guelph Line to Appleby Line and north to No. 5 highway with over 200 families. Mass was attended at St. Raphael's Separate School on New Street until the new church building was opened in October, 1960, with accommodation for 775. Prior to 1958, Catholic families living in Elizabeth Gardens had attended church at St. Dominic's in Bronte, but with the establishment of St. Raphael's they were included in the new parish. The present pastor is Father Hugh DeCicco and the curate is Father Donatus Mullin.

The first Lutheran service to be held in Burlington was in October, 1959, at Glenwood Public School and regular services as well as Sunday School classes were conducted for almost four years under leadership of Rev. W. M. Myra. Church land was purchased on Lakeshore Road between Pine Cove Road and Walker's Line in 1960 and the new congregation was called Holy Cross Lutheran Church, part of the Lutheran Church in America. The membership moved into its new home sanctuary in September, 1963; by 1966, when Rev. W. M. Myra was succeeded by Rev. E. Haebush, there were 160 confirmed members and 130 children.

The second Lutheran organization in Burlington was formed in October, 1960, at a meeting in the home of Mr. and Mrs. John Allan on Townsend Avenue. Rev. Kenneth L. Zorn, under auspices of the Ontario District of the Lutheran Church–Missouri Synod, began a new church called Prince of Peace Lutheran and the first chapel at 1199 Homewood Drive was purchased from Glad Tidings Pentecostal Church. A modern new structure was later erected on Brant Street near Mount Forest Drive and dedicated in the late autumn of 1966.

Following its opening, the building on Homewood Drive was sold to Faith Gospel Church which had been meeting in Lawrie Smith School under the leadership of Rev. W. F. Weland.

Another religious body active in mission work, is Burlington Alliance Church It was founded in 1959 at Strathcona Public School and later moved to the Scout Hall on Belvenia Road The church was pioneered by Rev N. Valentine and a place of worship erected on New Street near Appleby Line Since 1964 its pastor has been Rev John A. Robb

Because of a generous gift of 35 acres on Panin Road in Aldershot, the administration offices and homes for retired missionaries of the Christian & Missionary Alliance in Eastern Canada will soon be situated in Burlington

In March 1960 St Elizabeth's Anglican Church was founded as a Sunday School in Elizabeth Gardens School, to serve the area east of Appleby Line Rev. F W. Etherden has been rector since 1962

A stirring ceremony took place in May 1961 when a 30 foot wooden cross in front of St Christopher's Anglican Church was removed and carried down New Street by men of both congregations to mark the spot where the new sanctuary would rise

The new St Elizabeth's Church at Bromley and Hammersmith was dedicated January 25, 1962 and growth of the parish has been steady since then

Another comparatively new church is St Stephen United, located on Parkway Drive north of Mountainside Park The congregation is presently led by Rev Donald McLean

Groups still meeting in area schools are the Christian Science Society at Glenwood School and Pineland Presbyterian Church in Pineland Public School on Meadowhill Road Founder of this congregation in 1964 and present minister is Rev Alex J Morrison Members of the Church of Jesus Christ of Latter Day Saints meet in the Lions Hall

Burlington's newest Catholic Church is St Gabriel's on Parkway Drive The first parish Mass was celebrated in St Gabriel's Separate School in 1962 and at first it was a mission served by priests of St Stanislaus, Hamilton Polish parish

In November 1963, Father Edwin Lapinski a long time assistant of Father J D Capiga, the founding pastor (from St Stanislaus) was named first pastor and he continues to serve in this capacity The new parish is composed of 475 families, 150 of which are Polish

In the same general area is a new Anglican church St Phillips, at 1525 Mountain Grove Dedication of the sanctuary took place January 31, 1965, following two years of meeting in area schools Rev J H Bielby is rector of the church which numbers 175 families on the roll

The individuals and organizations that support these various churches are too numerous to mention but without their help and faith, the work of their ministers and priests would be in vain

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Avenues of Transport

PART I—RAILWAYS

History of the railroads in this part of the country dates back to an 1832 meeting in London, Ontario, which petitioned the government to grant a charter to build a railway from Burlington Bay to London. Lack of sufficient capital in the province to finance such an undertaking delayed matters for more than a decade. By the 1840's the situation had changed greatly and construction of the nation's railways proceeded rapidly in terms of mid-nineteenth century standards.

The first tracks laid through Wellington Square belonged to the Great Western Railroad. Begun in 1847, the railroad took seven years to complete and was finished here about 1854 with a line laid through the northern part of the village. There were also great celebrations when the G.W.R. laid the final tracks between Niagara and Windsor in 1854. The first through train passed between Toronto and Montreal in October, 1856 with the completion of another line, the Grand Trunk Railway.

The trains drew curious crowds at first, Diarist George Thomson mentions seeing a locomotive running on the Hamilton to Toronto railroad in November, 1854. Later he noted with dismay (plus facial injuries and a broken axle) that during a trip to Hamilton he was pitched out of his wagon by his horse taking fright at rail cars and a locomotive in front of them.

The coming of the railroads opened up developments throughout the whole countryside and brought prosperity to many, although communities such as Wellington Square and Port Nelson, dependent on lake freight, did not welcome the advent of the railroad too warmly at first. Business fell into a humdrum rut until the onset of the "lumber fever" a few years later. In the late 1860's the railway had begun to compete successfully with lake schooners and soon plush-lined railway cars were taking business from the steamboats and stagecoach lines which had monopolized passenger service along the lakefront. By 1870 almost all of the important stage routes had been abandoned.

Railroad tracks were laid across Burlington Beach in 1875, and this shuttle service greatly improved industrial transportation at the head of the lake. A newspaper clipping dated March 13, 1874 says "Yesterday the Halton by-law granting $65,000 to the Hamilton and North Western Railway was carried by a majority of 257." (Burlington voted 82 for and two against.)

The Halton County Atlas said of the complex railway facilities in 1877: 'The Grand Trunk Railway runs through the northern extremity (of the county) from east to west, and the Great Western through the south. The Hamilton and North-Western Railway cuts it diagonally from Burlington to Georgetown, and the Credit Valley Railway is partly constructed, which will divide it in the opposite direction.'

The railway came none too soon, according to the Atlas. 'Truth compels us to say that the roads are, as a general thing, only fit for travel in summer, or when covered with snow. At other times the mud is something to be remembered with anything but pleasure by the unfortunate traveller.'

Speaking of railroads that passed through Burlington, the Atlas notes that by 1877: 'The railway advantages here are unusual as both the Great Western Railway and the Hamilton and Northern R.R. pass through the corporate limits, thus giving a railroad in all directions. These facilities being duly recognized, the village will doubtless rapidly increase its present population of 1,400. The last school census did indeed figure up to 1,600, but as the H. and N.W. R.R. employees were then working in the village, doubtless 1,400 is nearer the number of permanent residents.'

In August, 1882, the Grand Trunk Railway acquired control of the Great Western Railway and became the competitive threat to the Canadian Pacific Railway still under construction.

A lucrative line, the Toronto, Hamilton and Buffalo Railway began operation around the turn of the century. In 1895 Burlington's reeve and clerk were authorized to sign a petition to the Dominion Government asking for a grant of $3,200 for the proposed T.H. & B. Railway.

In 1897, 55 residents signed a petition to Nelson and Burlington councils asking 'that some action be taken to further secure the safety of the travelling public at the G.T.R. crossing at Freeman,' and the G.T.R. was duly 'notified of the nuisance of their trains stopping on the public highway at the Freeman crossing and asked to stop it.' In 1899 council corresponded with the railway committee of the Privy Council regarding the need for a gate at the Brant Street crossing of the G.T.R. 'to ensure the safety of the travelling public.'

Council records show another letter sent to the Grand Trunk Railway in 1904 in which Reeve William Kerns requested the G.T.R. to

LEFT WAITING AT THE OLD STATION—MAPLE & WATER STS. —1917

BELOW A STEAM ENGINE AT FREEMAN STATION — 1923

have a morning train stop at Burlington Junction "to pick up passengers." It is not recorded how successful the reeve was in his plea.

The G.T.R. was granted the right in 1916 to cross Brant Street with a switch to be used for the handling of fruit and car loads of perishable goods. Some of the early industries in town were built close to the railroad tracks since they were dependent on the railway to transport their raw materials and finished goods. The Canadian National Railway system acquired the Grand Trunk Railway in 1923.

There have been several railway stations in the Burlington area. For many years the Hamilton and North Western station was located just north of the Brant Inn, above Lakeshore Road on the curve of the railroad line. There was also the station at Freeman which burned down April 1 1904. The earliest mention of this station in the canal lighthouse keeper's diary in 1857 "William left for Wellington Square station."

A temporary building was used until the present red brick station was built. At Brant Street all switches were handled from the tower which now is used for operating the gates. Harry Blair was agent of the Freeman station at the time and Chester Fothergill was night operator. This point was known as Burlington Junction and is now the local C.N.R. station.

Today the old steam locomotives are gone, more spur lines are being built to accommodate the industries, and diesel engines haul piggy-back carriers and refrigerated cars. It is a far cry from the pioneer days of the wood burners chugging their stoical way past the town.

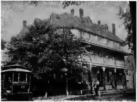
PART II—RADIAL LINE

Many Burlington residents remember the electric cars of the radial line, which proved a vital link with Hamilton. Workers and shoppers used the cars daily along with students attending classes in the city. The first official steps towards the construction of the line were taken in May, 1894 when the Legislative Assembly of Ontario passed an act to incorporate the Hamilton Radial Electric Railway Company. Then the fun started! The radial company wanted the right-of-way over certain streets and Burlington businessmen favoured various other routes through town. The Burlington Library has a copy of one of the petitions dated 1896 in which council and owners of property along Water Street asked for construction to begin along their choice of route while the Radial Company favoured Ontario Street.

W. G. Pettit was Reeve of Nelson township in 1896 when by-law 378 was passed 'To grant certain privileges to the Hamilton Radial Electric Railway Company.' They were authorized to survey, lay out, construct, maintain and operate a railway from Hamilton to Burlington (across the Beach strip) and through Nelson township. The route through each municipality had to have a two-thirds vote of each Council before the right-of-way could be approved. As though in anticipation of trouble, the by-law stated that disputes between the company and Council were to be settled by the County Judge of Halton who would act as arbitrator.

There were disputes over the right-of-way along Elgin Street, New Street versus Water Street, and opposition to the railway crossing Church Avenue (Elizabeth Street). When construction finally got under way in 1898, ratepayers objected to the freight shed started on Elgin Street and the company was given one week to remove their equipment. When the company declined council gave notice that it would 'remove same to the public pound at the expense of the company by April 11.' A special meeting of council was held April 6 to read a letter from the radial company regarding the proposed site for the station and freight shed.

Once the arguments were settled and the radial line in operation riding the electric cars became part of the town's way of life. The route finally settled on was from Hamilton along Wilson Street and Birch Avenue, then across the Beach. In Burlington, it ran beside the hydro towers from the Brant Inn up Maple Avenue to what is now Elgin Street, and on to Brant Street. The station was located where the town parking



A RADIAL CAR AT THE QUEEN'S HOTEL—ELGIN AND BRANT STREETS

lot is on Brant Street, alongside Watson's Jewellers and the line continued through Lions Park where the car barns were. By 1904, the radial cars were running along tracks from Burlington on the north side of New Street as far as Oakville. This section never paid its way as well as the heavily patronized leg to Hamilton and tracks were taken up when service on this part of the line was abandoned in 1925. An observer of the Burlington scene said at the time, "It might possibly have been more successful had it been extended to Port Credit from Oakville and thereby made a direct connection with Toronto." Today some of the connecting bridges can still be seen along the north side of New Street.

The radial line was used not only for passenger service but for transporting freight, such as a carload of stone which cost $2.50 to haul. Radial sidings were approved and a switch ran down John Street to the coal yard of P. C. Patriarche and the premises of the Burlington Canning Company. Early rules of the company provided for public waiting rooms, "passenger cars with all modern improvements for safety and comfort, including lighting and heating and they shall each day (not including Sunday) run at least six passenger trains each way."

Rates for any distance less than three miles were five cents and for any greater distance, two cents per mile. For the return trip from Hamilton to Burlington, it was 25¢ and 30¢ for a return trip from any point on the line east of Burlington (the Guelph Line was the town boundary.) Speed was restricted to less than 15 miles per hour and 'Every car running over said railway shall after sunset carry a white light in front and a red light in rear conspicuously placed as a signal light, and every car or train shall be provided with a gong or bell, which shall be rung when approaching every public crossing.'

Over the years there were disputes over rates, schedules and trains stopping in front of driveways. At various stages mention was made of other companies putting lines through different sections of the Province. At one time, Sir Adam Beck and the Ontario Hydro conceived the idea of an electric railway from Toronto to Niagara Falls. Nothing ever came of it.

The radial cars served Burlington from January, 1897 until January 5, 1929, when the service was discontinued in favour of buses. A romantic era had ended.

Old timers who have used both means of conveyance would cast their votes in favour of the electric cars any day.

PART III—ROADS AND SIDEWALKS

At the time of Confederation in 1867, Wellington Square was a rustic and almost entirely isolated village, and its few streets were roughly paved with stones gathered from the beach. According to old accounts of council meetings, road building and repairing was the biggest headache the politicians had.

Authors of early days had many harsh words about the road conditions of Upper Canada between villages or clearings. A traveller writing in 1837 said, 'The roads were so bad that no words can give you an idea of them. We often sank into mud-holes above the axle-tree, then over trunks of trees laid across swamps, called corduroy roads. A wheel here and there, or broken shaft lying by the wayside, told of former wrecks and disasters. In some places they had, in desperation, flung huge boughs of oak into the mud abyss, and covered them with clay and sod, the rich green foliage projecting on either side.'

Passengers had to grasp an iron bar in front of the wagon to keep from being flung out on the bumpy road. They were unable to get out and walk because the borders of the so-called roads were tangled, untrodden bush, infested with rattlesnakes and insects. Sometimes there was no road at all, merely a blazed path with the trees on either side as the only guide to the traveller.

No one moved very far during the wet spring or hot summer months unless it was absolutely necessary. Autumn was harvesting time and so it was not until routes were hard and snow covered during the winter that they were busy with sleighing parties or farmers selling their crops and gathering the coming year's provisions from a distant trading post.

Before the first settlers arrived, Indian trails wound through the forests which covered Burlington. These were later used by the pioneers as the first roads and some of the descendants of these can recall hearing of trails such as one leading from Dundas to Toronto. The pioneer Isaac Van Norman built his home at Appleby where the South Service Road is now, facing an Indian trail. He was so sure it would become the main road that even after the Middle Road was built he continued to use the trail and carried planks in his buggy to bridge the culverts.

Legend has it that an Indian trail lay close to the present Guelph Line. There is evidence of another trail from the bay northward. D. W. Smith, surveyor general, lists in 1792 "a sawmill gristmill on a creek that empties into the head of Burlington Bay near the road leading from the said Bay to the Mohawk's village." Plains Road was also begun by Indians and it wound its way to Burlington Heights, now part of Hamilton.

John Graves Simcoe, first lieutenant-governor of Upper Canada, was responsible for the building of "Governor's Road" or Dundas Street, today known as No. 5 Highway. About 1793 a detachment of his Queen's Rangers cut the road westward from Burlington Bay to the Grand River, but the section from Burlington to York (Toronto) was not built until the lands owned by the Mississaugas were purchased in 1805.

Water transport was good so there was no need to hurry road building in these parts. When what now is No. 5 Highway was opened, the route was blazed several miles back from the lake shore to avoid the difficulty of bridging the wide mouths of the many creeks and streams and for greater safety in transporting troops and supplies in time of war. Governor Simcoe's road proved the wisdom of such planning in the War of 1812.

The old Mississauga trail along the lakeshore from York to the head of the lake was not blazed into a good road until later. The first mention of a Lakeshore Road appeared in the Upper Canada Gazette in 1804 when the government called for tenders for the construction of roads and bridges from York to Burlington Bay. Four years later the *Gazette* was urging the government to complete the section from the Credit River to the head of the lake.

On October 8, 1811, seven magistrates sitting at the Home District quarter sessions approved the first cross-country road in this area, from Burlington Beach to Dundas. An old map shows that the road came across the beach to the present North Shore Boulevard, went west to what today is Shadeland Avenue, from there to Plains Road, west to Waterdown Road, north until it intersected the Old York Road, and proceeded from there to Dundas.

The first roads were not financed by legislative grants but were built by the Imperial government as military thoroughfares or at the expense

of settlers or traders. The North West Company, for instance, contributed large sums of money towards improving Yonge Street in Toronto. Between 1825 and 1850 gravel or plank roads were built and designated toll roads. These were an improvement over log or corduroy roads, since the roadbed was drained and bridged and steep hills reduced in grade. This type of highway was usually laid out in straight lines, surmounting obstacles instead of going around them. Plank roads were satisfactory at first, but variations in lumber and the condition of the roadbed made constant and expensive repairs necessary, particularly after heavy frost. Joint stock companies in charge of the toll highways were authorized to collect tolls and they agreed to keep the roadbed in repair, which they seldom did. At least these roads had a better foundation than earlier ones. When troops built the first sections of the Governor's Road, they just chopped off the stumps close to the ground but when Col. G. T. Denison supervised construction of the road between Toronto and Burlington he took the more radical course of tearing the stumps out by the roots.

The first stage between York and Niagara began its run in 1826 charging £5 for one passage and it took at least 17 hours to cover this route. During the coaching days, the most famous line of stages was William Weller's Royal Mail line of four-horse coaches, bright red vehicles with the Royal coat-of-arms emblazoned on the side. It was an involved process since fresh relays of horses had to be provided at each 15-mile interval. It was not until 1842 that a daily line of stages operated across the province from east to west. The largest coaches could carry 16 passengers when the roads were good.

The statute labour law of 1793, first of its kind, provided that every landholder might be required to work on the roads from two to twelve days as directed by the area pathmaster. This law was found to be unjust since landlords who owned an entire township were taxed no more than a person owning a few acres. After a few years, a scale was arranged according to assessment, which varied from time to time. The work of opening roads was retarded for a time by the Clergy Reserves and by absentee landlords who at first were not required to perform road work. Later, when many of the main highways became toll roads maintained by private companies, municipalities were able to apply the statute labour laws to the less important roads.

When Caleb Hopkins was Nelson township chairman in 1836, William McCay was township clerk and commissioners were Peter Fisher, Francis Hamburgh and James Cleaver, much of their deliberations revolved about road business. There were 39 pathmasters in Nelson township at that time, each assigned to his own immediate district.

They supervised the building and repairing of bridges, hauled stones and logs to fill swamps, bad holes in the roads filled up, graded and gravelled when necessary, cut new roads through the township and sold the timber. Pathmasters also had to keep accounts for materials purchased by various men working on the roads. The law by that time provided that every male inhabitant of the township between the ages of 21 and 60 years was liable to two days' statute labour on the roads. Further, more days were exacted according to the assessment rate on the property, e.g. at more than $300 and not more than $500, three days' work, etc. If physically unable to work, an individual paid the pathmaster 75c for each day's labour not performed. One had to turn out when called on by the pathmaster, with three days' notice, to work in one's division. Fines and jail sentences were levied against those who refused to either work or pay for the labour.

Items such as these appeared in Nelson township minutes: 'The road committee reported again . . . two culverts crossing the highway at Port Nelson and the creek are closed . . . We think there is sufficient statute labour . . . to complete the work.' Many farmers in the area belonged to the Guelph Line Road Company.

As road construction improved, acts were passed in the legislature 'to regulate travelling on Public Highways'. These early traffic laws prohibited racing: 'No person shall race with, or drive furiously, any horse or other animal or shout or use any blasphemous or indecent language'. Signs were erected on any bridge exceeding 30 feet in length saying, 'Any person or persons riding or driving on or over this bridge at a faster rate than a walk, will on conviction thereof, be subject to a fine.'

People still used 'shank's mare' a great deal and it was not uncommon for enthusiasts to walk from Burlington to Hamilton, or to Waterdown on a Sunday afternoon. The story is told of a woman who walked to Hamilton to shop for a hat. When she couldn't find what she wanted, she walked on to Dundas. It is not recorded if she had enough energy to walk home again. Another story is told by a member of the Fisher family about an incident which took place on July 1, 1868, the first anniversary of Confederation. Two brothers were sent out to the barn to grease the wagon wheels. Later the family drove as far as the Middle Road at Freeman where a wheel fell off. The boys had forgotten to replace a nut. They walked home, found it in the barn and returned to fix the wagon and continue on to Hamilton. They thought the trip worthwhile. The speaker at Dundurn Park that day was the Father of Confederation, Sir John A. MacDonald.

In 1894 the Good Roads Association came into existence in Ontario and it aroused great interest in improved methods of road construction. By 1898, the first automobiles made highway improvement a national necessity but it was almost 20 years before Burlington had its first paved roads.

GRADING THE WALKER'S LINE

Lakeshore Road, as we know it today, has been changed and diverted over the years as the water rose or the lake bank eroded. The Halton County Atlas of 1877 shows streets in the Village of Burlington which no longer exist. South of Lakeshore Road (or Water Street as it was called until a few years ago) another road is shown, called Front Street, which also ran parallel to the lake. Green Street, Market Street, St. Paul Street and Guelph Line all extended to the vanished Front Street. Another road now under water was Port Street. It was between Beaver and Market Streets on the south side of Water Street. The only indications we have of these roads and the surrounding lost property which included a market square, are the black and white painted guardrails at the end of Green, Market, St. Paul Streets and the Guelph Line which prevent cars from driving on into the lake. Two inns were on the lakeside and a third, the Royal (because it was owned by a Mrs. Royal), was located at the north-east corner of St. Paul and Water Streets. The building is still there, although completely renovated. The other two inns disappeared with the rising water of Lake Ontario.

Several miles east along the lakeshore in the vicinity of Secord Lane and Kraft's Lane there was, south of the present highway, another road which disappeared with erosion and the rising lake. When the original lakeshore road was washed away (some say it took a stagecoach with it in the dark of a stormy night), the present road came into being. Legend says that Laura Secord was given property in this area as a reward for her service to the Crown in the War of 1812.

The main north-south roads ending at Lakeshore Road are part of the old survey of Nelson township. Guelph Line (it led to Guelph), Walkers Line (named after the Walker farm), Appleby Line and the Town Line (Burloak Drive) are all exactly 1¼ miles apart.

In 1912 the lake rose to such a level that it was found the Lakeshore Road near the Guelph Line was dangerous in spots and "unfit for public traffic and very expensive to maintain." The township blocked it off in places and gave land to owners of adjacent property in exchange for 'a sufficient portion of land running through their properties for a new highway 66 feet wide', Considerable dissatisfaction resulted in some cases and arbitration and expropriation were necessary before the road could safely be re-routed.

Maxwell C. Smith, later to be the town's first Mayor in 1914, was proud owner of the first car in Burlington. Bought in 1902 it was a single-cylinder Rambler, painted fire-engine red, and townsfolk looked on in awe as he chugged along Brant Street at 20 miles per hour. Local legend gives 'Mac' Smith credit for the white lines which now divide the highways. They say that people were watching concrete being poured for the new Toronto-Hamilton highway in 1914 and wondering, "How are we going to stop cars from hitting each other when they go around the bend?" Smith simply said, 'Paint a white line down the middle,' so they did.

The appearance of the main highways changed very little until after World War I when, with the great increase in motor traffic, gas stations with their pumps began to replace blacksmith shops and watering troughs. One of the first concrete roads in Canada was the Toronto-Hamilton Highway (now Highway 2) commenced in 1914 and formally opened November 24, 1917. The cost was $1,250,000 or approximately $33,000 per mile.

First mention of the section to be laid through Burlington along the lakeshore was made in January, 1913. At that time council introduced a petition signed by property owners endorsing the government's plan and 'praying that we take the necessary action to further the proposal and assume our share of the obligation.' In 1914, council took the stand that the provincial government should build main highways, assisted by frontage taxes in the communities they passed through and 'that the Lakeshore Road which connects the cities of Hamilton and Toronto and serves a population of over half a million people and which at present is in a deplorable condition, should be the first provincial highway constructed'.

There was much contention about the route the new highway would take through Burlington. At the first meeting of Nelson township council in 1915 it was noted that "we have learned with a great deal of surprise and regret" that the highway commission planned to run the new road

down Brant Street instead of along the Bay Shore where the township wanted it.

On January 27, 1915 in Judge Monk's chambers in Hamilton, Commission and Township presented their cases about the route and a compromise was reached. Since the Bay Shore route was unsatisfactory to property owners near Freeman and in the northern parts of the township, and the Brant Street route was not favoured by Hamilton and parts of East Flamboro, the route by the Bay Shore, up King's Road and along Plains Road, approved by most of the municipalities, was the one decided on.

The cost was divided between the Province of Ontario, the municipalities of Toronto, and Hamilton and the townships and communities on the route. The lakeshore route was selected in place of Dundas Street, a longer thoroughfare with numerous hills, or the Middle Road which at that time was not regarded as being of too great importance. No. 2 highway, sometimes referred to as the "father of all Canadian highways" was taken over by the Ontario Department of Highways on April 14, 1925.

Completion of the Toronto-Hamilton highway spurred development of macadamized roads and Burlington's Council was urged by residents to build a permanent surface on New Street and Brant Street and effect improvements elsewhere where needed. An estimate of the cost of a cement roadway on Brant Street from Water Street to the Plains Road was finally obtained in 1922. The road across the beach strip was paved in 1923 and by the end of the 1920's work on town streets was completed. Houses were numbered in 1925 and street signs positioned in 1926.

July and August 1966 saw the reconstruction of Brant Street from Lakeshore Road to Caroline Street with new sidewalks, road, street lights and underground services. New Street was widened to four lanes and given a sidewalk from the Guelph Line east in the mid 1960's, the work carried out in stages over several years.

The Middle Road, originally an Indian trail, was first known as the Iroquois Road. It was surveyed in 1806 and a rough corduroy track built. The later and existing route was established in 1838 by pioneers who dug the ditches and graded the road. Later a stock company gravelled it and tolls were charged. It took 35 to 40 years before a good quality road was built and named Nelson Gravel Road. In 1931 as the Middle Road it became an alternate route to Hamilton midway between Dundas Street and Lakeshore Road.

Known now as the Queen Elizabeth Way, it was originally intended in 1934 to be a 40-foot pavement, similar to the Lakeshore Road. The following year it was decided to make it a divided highway with a centre boulevard. The first section built was from Highway 27 to Niagara Falls

and was officially opened to traffic on June 7, 1939. Dedication ceremonies were held at the Henley Bridge near St. Catharines and present were their Majesties King George VI and Queen Elizabeth, who were visiting Canada at the time. By 1956 the Q.E.W. connected Toronto with the Peace Bridge at Fort Erie and in September, 1960 the section between Toronto and Hamilton became a completely controlled-access highway.

Burlington boasts something novel in the way of a roadway, King's Road, which includes a magnetic hill. The hill is an optical illusion whereby an automobile apparently backs up the hill by itself and ditch water seems to be flowing uphill. Burlington's "magnetic hill" may be located by going north on King's Road past the town dump on the left side. The road curves to the right, down a hill, up again and down another hill. On this second hill the illusion occurs, provided a car is parked in exactly the right place.

Burlington possesses its full share of cloverleafs, overpasses and interchanges. In 1958 Water Street was renamed Lakeshore Road and part of the Queen Elizabeth Way through Burlington is still termed Plains Road. Seven provincial highways now run through town, the Q.E.W., Highways 2, 5, 6, 20, and 25 and the Hamilton-to-Toronto, Chedoke Expressway, Highway 403. To the north of Burlington is the MacDonald Cartier freeway, Highway 401. The Ontario Department of Highways contemplates widening the Q.E.W. to 10 lanes and extending Highway 403 to connect with Highway 401 west of Highway 27 at the western edge of Toronto. Highway 5 may be widened to four lanes.

Governor Simcoe would never know the place were he able to return to appraise the changes that have occurred since he laid out the first roads in 1793.

In common with other Ontario towns, Burlington in the late 1800's had wooden plank sidewalks. As early as April 2, 1855 Nelson by-law 75 was passed to assess certain portions of the Township in the area affected, for laying a "plank sidewalk from William Bunton's brick shop on Water Street . . . to the station of the Hamilton and Toronto railroad opposite the residence of Joshua Freeman, Esquire".

Sidewalks were an improvement over walking on the dusty or muddy road, but they required constant upkeep, and council was often sued by people who had stepped through rotten planks, or who had been struck by loose boards flying up and hitting them. Burlington council had a Roads and Sidewalks committee whose duties were many and varied. For example, in one short period in 1895 they had to deal with and remove "if thought best", a certain pine tree on Guelph Line, put a crossing down "at once" on Brant Street in front of Hurd's gate, replace sidewalk sections on Water Street and lay new ones on Brant Street

opposite the Queen's Hotel, and on Guelph Line between Water and First Streets. Then they ordered stone to repair bridges on Water and Pearl Streets.

In 1899 walks were built north on Guelph Line to New Street and a section replaced near the Glover Basket Factory at Freeman. It was a never-ending job for village workers. Finally, in 1900, council decided to get estimates on the new type of granolithic sidewalks and meanwhile they replaced walks in front of the post office, from George Allen's shop at Pine and Brant Streets to Caroline, and sections in front of Dalton's and Renton's.

On the matter of permanent sidewalks, council minutes record a letter from the Royal Artificial Stone and Paving Company of Guelph, asking for the privilege of tendering for concrete walks if any were planned in 1902. Council still hedged, although they discussed the matter of raising money by debentures for new walks, while they went ahead grading James Street from Brant to John Street and repairing boulevards on Brant Street "the owners of the property to pay for the planks".

By June, petitions had been received by council from several parties asking for concrete walks on Brant and Water Streets, so a special meeting was called on the matter and more petitions poured in from residents in the downtown area wanting the modern walks in front of their properties. Tenders were called in August and then council had another problem. A Guelph firm put in the lowest bid and the highest, 14c per square foot, was from a local man. One councillor moved that he be engaged to lay the walks so as "to employ Burlington labour as far as possible". A heated discussion ensued, council adjourned for a week to think it over and then the low tender of 11½c per square foot was accepted. The Guelph firm was requested to charge for cement curbs as if the curb was an extra foot of sidewalk, and council arranged to borrow $1,500 to pay for the walks.

One of the first granolithic crossings was laid at Water and Elizabeth Streets. The entire plank walk from the Brant Street schoolhouse to the G.T.R. tracks was termed a menace and was completely removed to make room for a cement walk. A firm from Simcoe was hired in 1904 to build further walks and crossings as the petitions continued to pour in. Walks were laid on those streets where requests had been signed by taxpayers and, since everybody wasn't in favour of paying for the new-fangled cement walks, council threatened to make it a ruling "that on any streets where sidewalks are worn out and parties refuse to sign for a granolithic walk, board walks be built and the cost be charged to the property fronting the walk."

A court of revision dealt with sidewalk disputes and by 1915 most of the arguments were settled. By then, more pressing matters such as sewers, watermains and plans for paved streets claimed the attention of officialdom.

M. C. SMITH'S COUP

The Roads and Sidewalks committee also had to turn their attention to the waterfront on occasion. They decided in 1901 to build steps down the bank to the lakeshore on Pearl Street, so that the public could get an approach to the lake, the cost not to exceed $15. The commissioner was told to hurry and build the steps "so the public can use them while the water is warm". The townspeople enjoyed the swimming right at their doorsteps, so much so that in July, 1908, council sternly resolved "that the clerk procure cards forbidding bathing in the lake along the shore of the Village of Burlington, unless bathers wear suitable bathing suits, on penalty of a fine of $5".

In May, 1906, estimates were sought for building a crib to protect the lake bank on Water Street that was threatening to collapse. In August two councillors went to Toronto to inspect timber for a proposed breakwater at the foot of Burlington Avenue. The pounding of the lake was becoming so severe that two years later, David Henderson, M.P., was urged to ask the Dominion Government to build a cement breakwater "along the shore of Lake Ontario in and adjoining our village boundary to protect the shore from being washed away".

The request brought no action. In 1909 Reeve M. C. Smith petitioned the Dominion Government again, through the Hon. William Pugsley, Minister of Public Works, again with no encouraging results. Two years later storms were still washing over the highway and Reeve Smith worried a great deal about it, knowing that the town couldn't afford to build a wall without financial help. He privately conferred with an engineer friend and had a complete set of plans for a proper revetment wall drawn up which he took with him to Ottawa.

The new Minister of Public Works was known to him and when he reached Ottawa he found he had met the minister's secretary some years before, at Winnipeg.

The federal government had never spent money on local improvements except for harbours and docks for ocean-going vessels. The young secretary was unaware of this. In the absence of the minister, the secretary told Smith the chief engineer would have to approve the plans first. When the engineer was confronted with what appeared to be official plans sent down from the office of the Minister of Public Works, he assumed they had been passed and he added his approval without questions. When the Minister returned, Smith told him the chief engineer had approved the plans. The minister assumed they had been passed and he signed them too.

The subsequent revetment wall built along the waterfront was the only breakwater the federal government ever built for other than an ocean going port. Sparks flew around Ottawa but the wall had been built by then and the government was committed. An addition was built at the foot of Brant Street in 1926.

PART IV–SKYWAY BRIDGE

Burlington Bay Skyway, the largest bridge constructed by the Ontario Department of Highways was officially opened by the Hon. Leslie Frost, Premier of Ontario, on October 30, 1958. Steady streams of cars and trucks use this vital span on the Queen Elizabeth Way, while under this traffic, pass lake and ocean vessels from seaports of the world.

The history of Burlington Beach dates back to the 1790's when John Graves Simcoe, Lieutenant-Governor of Upper Canada, purchased the sandy strip for 100 pounds in goods from the Mississauga Indians, to be used as a link in the military road, from York (Toronto) to Newark (Niagara-on-the-Lake). In later times, for decades, ships passed through a channel built in the 1830's, and wagons crossed the channel on a scow or on a swing bridge. Then came the age of the automobile and speed. Until the opening of the Skyway, the Burlington Canal was the cause of traffic tie ups whenever the swing bridge on the Beach highway was raised for the passage of a ship.

The number of highway traffic interruptions increased with 1952 when a freighter demolished the northern leaf of a bascule-bridge over the channel. It was replaced by a temporary structure, and ship traffic was restricted to one half of the channel. Mile-long queues of vehicles on both sides of the channel were a common sight on weekends when as many as 30,000 cars a day passed this point which had a capacity of 900 cars an hour.

There was great interest as the concrete supports for the new bridge went up and the steel spans were eased into place. In 1958 Burlington was apprehensive lest the bridge would not be named after the town. Burlington Jaycees presented a petition to Highways Minister F. M. Cass recommending the name "Burlington". Premier Frost in September agreed that the bridge would be offically named the "Burlington Bay Skyway". As time passed the bridge came to be known merely as the "Skyway".

When the Skyway was completed, the centre span was 120 feet above the harbour entrance; it was 4.37 miles long and it had cost $19,000,000.

Newspapers reported that plans for the bridge had been in progress since 1954 and the Burlington *Gazette* added: "Premier Frost at the opening put an end to 40 years of muttering, grumbling and cursing by simply cutting the ribbon to open the span."

THE BURLINGTON BAY SKYWAY NEARS COMPLETION — 1958

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Services to the Public

PART I—POSTAL SERVICE

Communication of any kind was a major problem in pioneer days when there was no government postal service at all. It was the receiver and not the sender who had to pay the charges for the delivery of a letter, with the result that many letters were unclaimed because there was no money to pay for them. In "Halton's Pages of the Past", author Gwen Clarke notes that much heartache was caused these pioneers in a strange land, longing for news from home and unable to collect the letters that awaited payment of postage.

Emigrants sometimes went to the local post-office, homesick and eager for news from their home country, mostly the British Isles, and on finding that their letters would cost as much as five or six shillings, would turn away in despair. One post office in the early 1800's had 48 unclaimed letters on hand and a notice hung in the office saying that if the mail wasn't picked up and paid for by a certain date, it would all be sent to the dead letter office.

Letters from home were prepaid as far as the coast and then were sent across Canada in various ways . . . by bateau on the St. Lawrence, by government schooner across Lake Ontario, by stage coach on land and by courier or private messenger on foot or horseback until the mail finally reached the recipient.

By 1816 there were still only nine post offices served by mail coach in all of Upper Canada. Roads were bad beyond description.

When the mail coach, painted a bright red, reached the post office, the driver blew a blast on his horn and threw the mailbag to the ground. The postmaster took out what was addressed to his district, put in the outgoing mail and returned the bag to the driver.

A letter posted in England in autumn might, under favourable circumstances, reach York (Toronto) by the following spring. Eventually, mail in Halton County was dispatched along the lakefront five days a week. By 1846 Wellington Square (Burlington) had a post office, "with post every day". Hiram Smith was postmaster and T. Cooper ran the post office in Nelson.

By the end of the 19th century, Nelson township was dotted with post office stations at Burlington, Port Nelson, Freeman, Ash Appleby, Tansley, Nelson, Zimmerman, Lowville and Kilbride. Postal reform in 1898 brought about penny postage, a great relief to many who had been unable to afford the luxury of writing letters.

Burlington's post office was on Water Street, next door to where Farrauto's tailor shop now stands. Postmaster W. Peart presided over a tiny frame building which was a gathering place for people to stop and gossip.

An incident which was recalled with amusement concerned a villager who was often bad-tempered with the children. One day he was in the tiny crowded post office, loudly arguing politics with his neighbours. The children sneaked up outside and closed the window on his coat-tail, so that when he tried to walk away, he was caught tight. "We made our own fun in those days", recalled Miss Nellie Morrine.

Port Nelson had its post office in the early 1900's in the store at the corner of Water Street and Guelph Line. William Douglas and Hugh Cotter were responsible for its construction and the building with the cut-off corner became a landmark. T. Bamford followed Hugh Cotter as postmaster of Port Nelson.

A story is told about John Waldie, who was a friend of Mr. Bamford's. In those days a postmaster's salary was based on the number of stamps he sold, so it boosted Bamford's prestige and wages when Waldie bought $400 worth of stamps from him each year. Eventually, postal authorities requested Mr. Waldie to patronize his own post office in Burlington, where his business was located.

By 1913 Burlington had a more commodious post office on Water Street and was on the verge of becoming a town with its population of over 2,000. Council petitioned the federal government for a larger and more suitable building but the outbreak of World War One caused postponement of all non-essential government projects.

By 1927 Audrey Peart was postmaster, succeeding his father. There were two other post offices at that time, one at Port Nelson run by George Brown and the other at Freeman under William Cannom.

Burlington finally got a new post office in 1937, an attractive stone building on Brant Street. Fred Ghent was appointed postmaster. When house to house delivery was begun in Burlington, it was made easier by the numbering of houses in 1925 and erection of street signs in 1926.

The 1937 post office was built next door to the old library, a gift to the town by John Waldie, which eventually became municipal offices. Both buildings were used as municipal offices after 1959 when the new post office was finished on Brant Street across from St. John's Church.

By 1966 there were 39 letter carriers and 3 rural routes. No other postal employee could boast the record achieved by George Greer who

retired as a rural mail carrier in 1965 after 35 years' service. His father, William, a blacksmith, had delivered R. R. 1 mail from 1908 using a horse and cutter in the winter and a Model T in the summer for the 18-mile trip. Times had changed by 1965 when the route stretched for 45 miles.

Even though postal operations have become more complex, 1966 postmaster Wallace Kirkwood carries on a tradition of service handed down from the days of the first building on Water Street.

PART II—FROM BUCKET TO SNORKEL: THE FIRE DEPARTMENT

The cry of "Fire" was a frightening sound to the early settlers who often lost, in a matter of minutes, homes that had taken weeks of back-breaking work to build. Since many homes were constructed of wooden planks or logs, there was little anyone could do to stop a fire once it started, unless there was a bucket brigade.

Of course, fire within proper bounds was a valued aid to the pioneers, not only for domestic purposes, but for burning off patches of land for farming purposes.

In the late 1800's when villages in this area were flourishing, and dwellings were being built closer together, there was often danger of the flames leaping from house to house. A story is told about the day the Kilbride hotel burned in 1875. The home of Rev. D. C. Clappison, of the Methodist Church, was situated temporarily in the house next to the hotel. The parsonage was in grave danger of catching fire because the wind was blowing that way. Folks rushed to save the furniture. Mr. Clappison calmly told them not to trouble themselves because the parsonage would not catch fire. The people stood and prayed with him, and miraculously, the wind changed direction and the parsonage stood untouched. It was an impressive demonstration of faith.

During the 1890's, the Burlington Volunteer Fire Brigade was formed, and the first horse-drawn apparatus bought in 1893. It is recorded that the Engineer in 1895 was H. Lowe who was paid $21 per month for his services.

A bell had just been erected at the town hall which did duty as police office, "lock-up" and fire station. Inscription on the bell (which now stands outside the main library on Elizabeth Street across from the original town hall) reads "Erected by Burlington Council of 1894. Commissioners: George Blair, George Renton, O. S. Colbrain, P. N. Ogg, James Allen, Clerk and Treas., Thomas Atkinson, Reeve".

In 1895, Councillor Campbell moved that the first person ringing the bell in case of fire "receive a gift of $2," but the motion was defeated. Council did buy a clock for $10 for the bell tower.

Accounts paid to firemen and helpers were important items for council. 'Mrs. John Henley and James Parkin were paid the sum of 35c each for watching ruins of a fire on Brant Street as directed by Chief Hatton'. Bills of five dollars each were paid for services at a Zimmerman fire and at the Ocean House, a popular resort hotel at the Canal.

In the early days there seemed to be a constant turnover of chiefs. Fire Chief Hatton resigned in 1896, and L. Hennings was appointed in his place. The Lieutenant was Alfred Wills, and members were John Little, John F. Cline, George Galbraith and C. Blanchard. A few months later, Chief Hennings quit and John Tudor took his place with Richard Coleman his assistant.

In 1897 it was recorded that 'Mr. Ogg moved that the Burlington Fire Committee purchase four coats, six pair boots, six hats, five pair gloves, one pole hook with chain attached, one roof ladder, one ladder suitable for fire purposes, one lamp and table for fire hall, one steel bar, four feet long, said items to be purchased in the cheapest market". They were, too, since the bill for boots, coats, and hats came to only $26.40. Council also approved "$1.15 for cheese and soda biscuits for firemen at the recent fire and $1 for matches". Matches?

The owner of the first team of horses that took the fire engine to the fire and returned it to the fire hall received $5. In case the team was not required, the owner received $1.50. Later on, hose reels were hand drawn by companies of volunteers.

In 1896-97 underground tanks were built in various locations in the village for water storage in case of fire. They served until the water works was built in 1909. For many years, Burlington's tall water tower at Maria and John Streets was a well-known landmark. It was 80 feet high at the outset and later another 20 feet were added. A cover was placed over the top and a little fence and walkway built around it. The old water tower was torn down and in 1956 the property became the site of the office building of the Inter Urban Area Water Board.

Old accounts tell of a fire at a local lumber yard when the fire brigade lost 100 feet of hose. Council billed the lumber company. A volunteer injured at the fire was unable to work for ten weeks and was granted $20 by council!

There were rumblings of trouble in 1898 (unfortunately not recorded in full) and the brigade was asked by council to resign en bloc. The village constable was given charge of the equipment until a new brigade could be formed. He was authorized to call on any citizens to assist at fires. At the same time, council was presented with a bill of $106.55 for repairs to the steam fire engine and the commissioner was advised to appoint a "responsible person who would manage the fire reels". This may be a hint as to what the trouble was.

Every year Council had to deal with a long list of rebates on taxes charged for buildings that had burned. For example In 1901 Council approved a rebate to W. Kerns and Co for a wharf and warehouse destroyed by fire.

Allan S Nicholson served as chief in 1911 and as secretary-treasurer in 1914 when Charles Lyons was chief. The following year a deputation from the brigade asked Council to help pay expenses to the Annual Fireman's Convention in Thorold and were given $75

In March, 1916 volunteer firemen in the west end of town asked for money to furnish a building for No 3 company and were granted $25 to equip a storehouse and meeting place

The first motorized fire truck was bought in September, 1916, and it greatly increased the brigade's efficiency It cost $4,855 and consisted of one motor combination chemical and hose truck of two-ton capacity. No longer would it be necessary to pay men "one dollar for drawing fire engine to wharf" By this time the brigade was divided into three companies and had 36 men.

That fall the firemen were permitted to display the new Denby truck at Oakville Fall Fair, provided they left a wagon with 'hose loaded, and team harnessed for emergencies". The old hose reel was later given to the Peel-Halton House of Refuge at Brampton.

The new truck got a good workout on a windy night at the Beach when 14 two-story houses burned.

In 1918 the fire and light committee wished to install a signal siren fire alarm, but decided the one purchased 'is absolutely unsatisfactory and we will not accept same." A local family continued to attend to the ringing of the fire bell, a telephone having been placed in their home to notify them of the location of fires

It was shortly after this that a special meeting of council was "abruptly adjourned when fire broke out on Councillor Koenig's premises."

Through the years the volunteer fire brigade has been active in town activities In 1919 Tom Jocelyn, then secretary, was granted use of the unused town band instruments to form the Burlington Fire Brigade Band. For many years the firemen supported a drill team which competed with other fancy drill squads at the annual conventions. Under Chief James Waumsley the brigade raised funds and bought a $3,000 steel life-saving boat in 1947 and moored it close to Spencer Park

The Ontario Volunteer Firemen's Association convention was held in Burlington in the summer of 1923 Again in 1958 it was a gala five days with Tom Waumsley as host chairman

BURLINGTON

VOLUNTEER FIRE DEPARTMENT MARCHING BAND

Prior to 1900, hook and ladder companies were strictly voluntary. Members carried out their duties without remuneration, the social activities of the company being their satisfaction. In some towns fire-fighters were exempt from poll tax, from militia duty in peace time and from serving in the capacity of constable, juryman, or in any other office.

There was a spirit of camaraderie in the volunteer organization and much wholesome rivalry between the companies of the brigade was the result. Burlington firemen were constantly kept busy with the town band and sponsoring sports activities. As firefighting apparatus developed in efficiency and towns increased in size and population, more permanent arrangements became necessary.

Burlington's first fire station was an addition built on the town hall building on Elizabeth Street. The present station at Elizabeth and Pine Streets was built in recent years as was No. 2 station on Queensway Drive. The latter gave protection to Nelson township and became part of the Burlington department after the 1958 amalgamation. The station in Aldershot was constructed on Waterdown Road in 1959.

A station built in 1966 on Guelph line is the new headquarters taking the place of the overcrowded Queensway Drive station.

The 1966 fire chief, Reg. Law, was assisted by three District Chiefs: Ian Olsen at No. 1, W. Inglis at No. 2 and George Nesbit at No. 3 station. Each station had a brigade of 30 volunteers and the department also employed 27 firemen and four dispatchers.

The 1966 fleet included eight units ranging from a 1942 Ford which pumps 420 gallons per minute, to a 1964 model with a capacity of 840 gallons per minute. There were, in addition, panel trucks, a rescue van with underwater diving equipment, a station wagon used by the fire prevention department, a snorkel unit and approximately 20,000 feet of fire hose.

Still used in parades and often in demand for firemen's weddings is a 1923 Reo fire truck which is stored at the Aldershot station, but no longer in active service. The modern fleet is in striking contrast to the old hand-drawn hose reels, one of which can be seen at the Joseph Brant Museum.

PART III—LAW AND ORDER: THE POLICE DEPARTMENT

As mounting statistics on road accidents accumulate at the Police Department, we may think that traffic laws are peculiar only to the age of the automobile. However, an early traffic law of Upper Canada was passed March 6, 1812 "to prevent damage to travellers on the highways of this province".

There were no policemen as such in the early days, but the laws were upheld by Justices of the Peace such as Hiram Smith and William Chisholm who served the Wellington Square district from 1830 to 1852. It is not known who was in office here to enforce the 1812 traffic law which said in part: "Whereas evil disposed persons travelling the highways in this province with sleds or other carriages, frequently do injury to His Majesty's (George 3rd) subjects whom they do meet on the highway, by not giving an equal half of the width of the road or beaten track for the convenience of passing each other ... "

To remedy "such evil practices" the Legislative Assembly of Upper Canada made it law for persons travelling in sleds or carriages to turn out to the right hand and give an equal half of the road to anyone they might meet coming the other way "for the more easy passing by each other without doing damage to either party's team, sled or carriage".

The law further said that anyone driving a sleigh must have affixed two or more bells to the harness, and if he neglected to do so, could be convicted either by confessing the crime or by the oath of one credible witness. He was then liable to a fine imposed by the Justice of the Peace, of ten shillings to be raised "by the sale of the offender's goods and chattels". Presumably the credible witness could have been the person who wasn't given his rightful half of the road, which surely must have led to some loud discussions in the courtroom.

Inability to pay one's debts was a serious crime. However, if an insolvent debtor, detained in prison, applied to the court and swore by oath that he was not worth 5 pounds, he could be discharged or else a dollar per week for his support was to be paid in advance by his creditor every Monday.

There is considerable evidence that liquor was blamed for lawlessness in the pioneer days. Small wonder that the taverns became popular, even though their privileges were often abused. A writer in 1836 moaned

that the expense on books imported from England added at least one-third to their price, but there was no duty on whisky.

Small grocery stores also served as drinking houses, although a law existed which forbade the sale of spirituous liquors by any but licensed publicans.

A writer of the early times in Upper Canada, Robert Gourlay, considered the law breaking practice of smuggling tobacco to be worse than the problem of liquor, which he felt was declining.

Mr. Gourlay also noted that "another bad practice is declining, the vulgar practice of pugilism." He considered fighting to be "a transgression of the Law of God . . . which spreads animosities through whole neighbourhoods and townships".

In 1895, Joseph Anderson was the entire Burlington police department with a yearly salary of $365 for serving as village commissioner, constable and truant officer. Sometimes he served as lighter of the coal oil lamps installed in 1892. Occasionally he needed help to combat a crime wave in town. The 1895 council minutes read that "Reeve Richardson and Councillors Cleaver and Allen were appointed as a committee to endeavour to capture and convict the party or parties who have been breaking into dwellings and committing robberies in the village and that an order be drawn on the treasury for the sum of $100, to be expended as they may deem best for the above purpose".

The lone constable was never idle with his nightly duties as lamplighter and he was also a keeper of stray animals. Around the turn of the century, he also had to "prepare the town hall for use on all occasions, provide a competent man in his absence, keep good order of the village, prevent improper conduct and arrest guilty persons for disturbing the peace, or being drunk and disorderly".

By 1898 there was a dog by law on the books and the police officer was instructed to enforce it by making certain that every dog owner buy a tag or else be fined and have his dog destroyed.

There was one consolation in his job, however, Constable Anderson had an expense account. It is recorded that he received $1.25 for taking a woman prisoner to the Milton Jail, and on another occasion he got $1.50 for keeping a prisoner overnight.

One by law which caused a good deal of bickering, was passed in Burlington in 1898 and the rest of Nelson Township in 1900. Any person "riding, driving or propelling a bicycle, carriage, wagon, or sleigh, other than carriages for invalids or children, on the sidewalks of the village or township," was liable to a fine of not less than $1 or more than $20, or, if the fine was defaulted, a jail term of one to 20 days.

In 1904, Reeve Kerns was empowered to take such action as he thought best to abate the nuisance caused by rowdyism on the streets of the village. A reward of $10 was offered for information about vandals

who were breaking the globes on the new street lights and shooting holes in the library's glass door. Public morals were also an issue and notices were posted around the village warning that "loafing on the sidewalks, spitting on the sidewalks, riding bicycles on the sidewalks and discharging crackers or any other fireworks are strictly prohibited by this council."

To make matters worse, the old plank sidewalks were falling apart, and council had to contend with a series of lawsuits. Dr. Richardson was paid $1.50 for dressing a man's injured hand and two councillors, after talking with the man, managed to settle the matter for $80.25. A Burlington woman received $50 for injuries after a loose board flew up and struck her. Another woman got $15 when she fell on a defective sidewalk. Council soon "found it necessary to appoint an assistant constable."

A special meeting of council was called in 1903 "to consider the business of a woman who had fallen on a broken sidewalk while walking to church." She thought she was entitled to $30 but the final settlement was for $10. Wooden bridges also caused troubles as they began to wear out.

In 1901 a Mr. Henderson was paid $2 for "damages to harness done by his horse breaking through Rambo Bridge on Water Street." A cement bridge was built at that point in 1907.

In 1901 the village had a mild smallpox scare and another duty was added to the one-man police department. Constable Sneath was ordered to see that a certain house was quarantined for 2 weeks, to tell the family to stop removing the placard from their door and remain on their own premises and then watch the house to see that no one left or entered. He also had to place a box in a convenient spot for provisions for the family and have the house disinfected to the satisfaction of the medical advisor.

It is not too surprising that there was a constant succession of constables. In 1911 Burlington hired and fired four of them in a space of a few months.

Some of the officers who served the village of Burlington before World War I were Wilson Henderson, William Armstrong, William Greene, John Troughton, Allan Mitchell Sr., and William Tufgar (whose salary was $800 a year). In 1914 Burlington became a town. Lee J. Smith was appointed constable in 1916 and he was Chief of Police for many years. The year 1916 witnessed the first telephone installed in the police office and Chief Smith's salary was raised to $17.80 a week, the same as the town's sanitary inspector and liquor inspector.

During the war there was a food shortage and the chief of police was instructed "to permit citizens to keep pigs within the town of Burlington providing they are kept in such a condition as not to be a nuisance."

BURLINGTON'S FIRST POLICE CAR—A 1947 FORD

CHIEF LEE SMITH

Burlington in 1916 was a small residential town of 2,530 peaceable citizens, "not averaging one offender a week". Besides the police department there were five duly qualified and capable Justices of the Peace, in addition to the Mayor, all competent to dispose of any police cases requiring attention.

Special help was sometimes hired and in 1917, "Bert Dunham was appointed special constable for the balance of the year at $2 for every other Sunday". Help in emergencies was also paid as when Allen Mitchell assisted police in connection with the Taylor store robbery and the shooting of the night constable, Allan Mitchell, Sr. The assailant proved to be a well known local man about town.

A history of the town written in 1927 about conditions in Burlington in the pre-automobile era stated wistfully: "Between Wellington Square and Hamilton there were two toll gates, one at Aldershot and the other near the city . . . and no speed officers to issue blue papers". By 1920 the local magistrate had a full calendar of traffic violators and his request to council was granted in "that he be permitted to retain one-half of costs of all cases coming before him for breach of the Motor Vehicle Act".

One continuing problem in Burlington during the early years of the century was the presence of "knights of the road" who 'rode the rods' on the railroad and stopped off for handouts. The bills for food or transportation would then show up in council accounts. One man put in a bill for $6 "for keeping tramp".

The town clerk was instructed in 1913 "to write the Grand Trunk Railway in reference to the tramp nuisance". If they were in town overnight, the weary willies slept in the 'lockup' behind the town hall.

Sympathy was felt by townspeople for these unfortunate men. Once, Mrs. Dorothy Angus asked Chief Lee Smith why so many tramps just happened to come to her house and the Chief replied that her address was written on the wall of the lockup as a good place to get a meal in Burlington.

By 1947, Chief Smith's department had grown from night and day constables to a four man police force and one cruiser. Headquarters were still in the town hall on Elizabeth Street where there were sleeping quarters as well as four steel and concrete cells beneath the office. The department was handling between 400 and 500 cases a year.

Police work in 1966 naturally is much different from the early days and Burlington now has a force of 51, including civilian staff, two inspectors, a staff sergeant, five detectives, the uniform division and four cadets in training who serve as radio dispatchers. Operating from the headquarters on Elgin Street, the force is under the direction of Police Chief Kenneth Skerrett and Deputy Chief Lisle Crawford.

Chief Lee Smith retired in 1956 and was succeeded by Deputy Chief Crawford. After amalgamation in 1958, Deputy Chiefs Fred Gaylord and Harvey Hunt from former East Flamboro and Nelson township police departments aided in setting up the enlarged Burlington police force. Kenneth Skerrett became Chief in 1962.

Well known to all Burlington school children is Constable Peter Bromley, the safety officer. Detective George Moore is in charge of the Juvenile Division, Maria Street.

With the growth of specialized police work in contrast to the one man force who patrolled a few village blocks on foot, the department now relies on a fleet of vehicles which includes eight patrol cars, three plain vehicles, a paddy wagon and one motorcycle. The officers' duties no longer include street lighting or sweeping out the town hall!

PART IV–HYDRO AND WATER

Previous to the 1890's Burlington streets were unlighted, but about 1892 special coal oil lamps were purchased in Montreal and installed at a cost of $1.50 for each lamp and post. They were erected on turned wooden posts and the first official village lamp lighter was Joseph Anderson. By 1897 Thomas Sneath had been hired to light the lamps each night for a yearly salary of $40. Charles Ladle assisted him in the west end. Lamps were located at the principal intersections and in 1899 Council moved "that lamps be placed on the corner of Pine and Martha Streets, at the school house crossing and at Rambo Bridge."

Although electricity came to the village in the late 90's with the electric radial line, the first mention of it as an illuminator was at a council meeting in 1900. "Reeve and councillors to enquire into the cost of lighting the village by electricity and the best method of doing so'. Within a short time Messrs. Kilmer and Read, representing the Electric Light Company, asked for the privilege of installing a plant to 'supply light and power to parties requiring the same.' Council approved and a plant was constructed to generate electricity, beginning November 1, 1900. By November 15, the village clerk was selling the coal oil lamps and posts for $1 each. When the town hall was wired, one 16-candlepower lamp was suspended in the council chamber and all agreed that the new method of lighting was very satisfactory.

Now that the streets in the centre of town were lighted by electricity, two additional lights were ordered for the west end of the village. The expense for street lighting from November 17 to December 31, 1900, was $50.

But the system had its problems. In January 1901, the power company was asked for a rebate of $5.56 'on account of no lights for three nights'. This became a common occurence. Meanwhile Council found it necessary to post a reward of $10 for "such information as will lead to the conviction of the party or parties found breaking the globes on electric lights."

Nelson township at the same time had its first experience with electric lighting. On July 2, 1900 permission was granted to the Ontario Electric Light and Power Company of Hamilton (represented by Kilmer and Read) to erect poles and string wires in the township.

They were instructed not to 'interfere with, obstruct or endanger the travelling public or to be a nuisance to private property'. Strict precautions were taken against any possible accidents or dangers, and if the poles were not erected within six months, the township was to remove all installations, sell the poles and charge the company for putting the roadway back in good condition. The power company contracted to 'furnish free of charge, five electric street lights of 32 candlepower each, which would be maintained and kept lighted from one hour after sunset to one hour before sunrise', on condition that the township would have an employee turn the lights on and off, each street light having its own switch.

Nelson records fail to elaborate if they had the same mechanical headaches as Burlington. The town had to tell the supplier of electricity 'that the lights, according to by-law, are not up to agreement and that if not remedied, this council will order in the inspector.'

By the end of 1901, accounts were being paid to the Cataract Power Company and the charges remained constant at $55.64 a month. Gradually the entire village became lighted at night, usually following petitions by residents. A sheet of paper in the town's minutes book is dated Burlington, March 19, 1906 and reads: 'We the undersigned ratepayers of the village of Burlington do hereby petition the Council of the said village to continue electric lights on New Street to the Guelph Line, so called." It had 11 signatures.

The Cataract Power and Traction Company which was supplying electricity to Burlington had been founded in 1896 by five Hamilton enterprisers. They had constructed a power plant near St. Catharines at the foot of the escarpment, approximately 35 miles from Hamilton. Within a decade the company had built up a flourishing business in the peninsula and in 1907 the Cataract Company was re-organized as the Dominion Power and Transmission Company. The company had absorbed the Hamilton Street Railway, the Hamilton and Dundas Railway and other radial electric lines. Ontario Hydro bought out the D.P. and T. in 1930.

In that year Hydro indicated it would be interested in selling the distribution system within the municipality to the town corporation. In 1919 Burlington had turned down such a proposition because it was heavily in debt paying for schools, and sewer and waterworks extensions. Council was equally unresponsive in the depression times of the 1930's. Consequently the H.E.P.C. was the distributor locally until June 5, 1945, when the town took over.

By 1949 the town had set up its own organization and had become part of the Ontario Hydro Electric System. When in January, 1958, Burlington annexed Nelson township and part of East Flamboro the Ontario Municipal Board ordered that "there shall be established a Public Utilities Commission for the Town of Burlington which shall consist of five members in accordance with the provisions of Section 42 of the Public Utilities Act, which said Public Utilities Commission shall be for the purpose of controlling and managing the Water Works and the Hydro Electric Power Systems of the municipality." Members of the first commission were Norman Craig, chairman, Andrew Frame, Gerlacus Moes, Kenneth Morris and John Lockhart, Mayor.

It was decided that Hydro and waterworks should be under the one roof to effect economy and efficient administrative handling. Head quarters were at Maria Street from May 1958 until new quarters were completed at 1340 Brant Street in October, 1962. Hydro consumers grew from 12,000 in 1958 to 16,805 by the end of 1965, and water customers increased from 8,712 to 12,896. The present staff employed by the P.U.C. numbers 100 people, including office employees and outside workers such as linemen, meter readers, testers and waterworks crewmen.

WATERWORKS

Burlington established a waterworks system in 1909 and laid its first sewerage and storm conduits in 1915. By 1927, town statistics reported

that Burlington possessed 11 miles of water mains, 16 miles of sewers and 12 miles of electric cables.

The original record books shows that the first meeting of the Water Commission was held on May 18, 1909. The following took the oath of office: Maxwell Charles Smith, reeve, and J. S. Allen and W. J. Brush elected by the ratepayers on March 8, 1909. Their task was to install a waterworks in Burlington.

Wells had served homes and businesses until then. When water storage was needed for fire protection a number of underground cement tanks were built at various places in 1896. In 1909 a water tower was built at Maria and John Streets.

A problem each summer was the watering of the dirt and gravelled streets in town, to keep the dust down. In 1895 Edward Near got the job for 50c a week during the summer months and was told to discontinue after September 17. In 1897 A. H. Finnemore was hired at 50c a day to pump water into the tank of the watering truck.

Some thought street watering was a costly frill and the next summer council decided to take no action unless villagers demanded the service. By the next meeting two petitions had been received, one with 45 names and the other with 11 names. The merits of buying an electric motor to facilitate pumping of water were debated with great vigour by the councillors. Petitions continued to pour in from people who wished their streets watered. Councillor Finnemore, whose pumping job may have been at stake, introduced one with 56 names asking for a by-law on the matter. There was also much dissatisfaction over the route taken by the one-horse water cart, some residents feeling that certain streets were being watered more than others.

In 1899 Council decided to mechanize its water pumping facilities. Once the electric pump was working, industries wanted to use the system. In 1900, Baxter and Galloway Milling Company was charged $5 per year for using corporation water. Any individual wanting water had to pay 10c a load. One summer Council was not at all satisfied with the street watering job being done. In line with a policy of concern for tax dollars, the individual doing it was told "that hereafter a percentage of his pay would be stopped for every day such service was not up to the agreement." In 1902, three men applied for the position which by then was paying $150 per season. Still with an eye to thrift, Council was seriously considering engaging someone who could also haul gravel and help keep the roads in repair. The street watering problem was resolved by 1915 when the town was paying $140.82 annually to the British American Oil Company for oiling the roads.

The waterworks question had been debated pro and con, year in and year out until in 1907 Council called for complete plans, specifications and costs of a water system. A special meeting was held in September 15, 1908 "to discuss proceedings to be taken should council decide to submit a by-law to a vote of the people regarding the establishment of a system of waterworks for the use of the village." Several samples of water obtained from different sources were sent to Toronto for analysis, to ascertain the relative purity of the water for domestic and other uses.

A by-law was subsequently passed, authorizing construction of the system and for the issue of debentures to pay for it. In June 1909, $47,200 received from the sale of debentures was paid to the Waterworks Commission. A further amount of $15,000 was raised in 1914 to extend and improve the system. Watermains were laid throughout the village and extended where needed as the community grew. The first sewer system and laying of storm conduits was begun in 1915. The filtration plant was completed in 1935 and the addition built in 1962 at the purification plant on Lakeshore Road.

Dr. A. H. Speers, Medical Health Officer, was responsible for convincing Council of the necessity of sewers. It was essential to install them on Water Street before the permanent Hamilton-Toronto highway was finished, so application was made to the Provincial Board of Health in 1915 requesting a mandatory order for the installation of a suitable system. A by-law was passed in June 1915 to borrow $24,700 to build storm sewers and $53,200 to build the sewage disposal works. Council offered Alex Bell $1,000 per acre for land behind the present arena as the site for the works.

Alteration to this Drury Lane plant made it the first modern sewage treatment plant in Burlington, followed by the Elizabeth Gardens plant in 1959. The Skyway plant on Beach Boulevard is one of the major achievements of amalgamation. Opened in September, 1964, it was constructed under the aegis of the Ontario Water Resources Commission with a capacity of 3,000,000 gallons a day.

Home heating was no great problem for the pioneers as long as there was a plentiful wood supply and strong arms to wield axes. The convenience of coal furnaces at the turn of the century kept coke and coal dealers busy for many years.

Today, home builders have three main choices for heating purposes, the newest concepts in electric heating, oil heating and gas service which dates back to the old lamplighters.

The Hamilton Gas Light Company was sole distributor of gas here until 1904 when the new Ontario Pipe Line Company obtained a franchise covering the distribution of natural gas. A period of competition followed as gas heat grew in popularity and by 1929 Burlington and Oakville were obtaining gas from the United Suburban Gas Company Limited.

Gas for domestic heating was discontinued during World War II and manufactured gas in place of natural gas was used after 1947. By

1955, in the entire Hamilton-Burlington area, conversion to natural gas was completed on tie-up with Trans-Canada Pipe Line from western Canada.

PART V—BELL TELEPHONE

Telephone service first came to Burlington in 1885. Agent for the Bell Telephone Company was T. A. "Tom" LePatourel and the switchboard was located in the dispensing room at the rear of his drug store on Brant Street near Pine Street. Business subscribers listed in 1886 were Mr. LePatourel and the stores of Baxter and Galloway, W. Kerns and Company and Freeman Brothers. The first residence telephone listed in 1889 was for Dr. F. DeW. Bates' home on Water Street.

Until he built new premises for his drug store farther south, Mr. LePatourel himself handled all telephone calls and business for the company. Mrs. C. Smith (nee Pansy Anderson) became the first operator in the new store. Mr. LePatourel retained the managership in Burlington until 1914.

Previous to 1900 telephone service was furnished from 8 a.m. to 9 p.m. on weekdays and from 2 p.m. to 4 p.m. on Sundays. A petition was received from subscribers requesting 24-hour service. At that time there were 80 subscribers and it was necessary to increase the number to 100 before additional service could be provided. E. J. LePatourel, brother of the Burlington agent, came out from the Hamilton office and soon signed up the needed twenty additional subscribers.

At that time the rate was $15 a year, including three free calls to Hamilton a day. If the subscriber did not use these calls in one day, he might have five the next day.

Permission had to be obtained from the village council before the network of wires and poles could be erected. Poles were installed under direction of the chairman of the town's road and sidewalks committee and the road commissioner.

An old telephone directory, circa 1905, listing all phones in western Ontario is in the historical collection of the Aldershot Historical Society. It was donated by Mrs. W. P. Schultz of Unsworth Drive and was originally used by the Schultz Manufacturing Company.

The first phone charges paid by Burlington council were 30c or 40c a month. In 1907, a bill of $2.65 for 3 months for the town hall office was approved.

In 1910, telephone poles were beginning to dot the landscape more and more. Nelson township minutes recorded that "since complaint had been made that telephone companies have placed poles on the highway where they will be detrimental to the maintenance of the roads, a committee was appointed to investigate and remove poles where necessary."

Usually council didn't complain unless it was necessary since the township occasionally garnered some revenue from electric and telephone companies. When trees had to be cut down to make way for the poles, the township got the wood to sell or use.

Demands for new phones were increasing by 1921. Change from the old magneto switchboard to the battery switchboard was made on March 19, 1927. In that same year Burlington's one thousandth telephone was installed. This locality did not convert to dial system until October, 1949 when Miss Marion LePatourel, daughter of the first telephone agent, made the first local call and Mayor Norman R. Craig dialed the first long distance call. There were over 2,500 phones in Burlington by then.

In 1957, an addition was added to the dial exchange building at the north-east corner of Caroline and Brant Streets enabling Bell to provide some 1,700 additional customers with dial service by the end of March 1958.

In order to cope with the growing telephone needs of the area, in 1959 underground conduit pipe was laid throughout the town. By 1965, there were 20,370 phones serving the town of Burlington. On October 30, 1966 the all new "Touch Tone" dialing was introduced to Burlington, and on the same date direct distant dialing without any contact with the operator became a fact. Times have changed from the days of 1918 when town council ruled that "if the town engineer requires a telephone in his residence he be requested to pay for same."

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Black & White and Read: Newspapers

Newspapers have played an important role in this country since the early years of the 19th century. To the homesick and lonely pioneers who lacked dependable mail services, a copy of any newspaper or periodical was precious and it was passed from person to person in the community. The only newspaper published in the late eighteenth century was the Upper Canada Gazette.

A popular newspaper around 1836 was the New York Albion, "an extensive double folio, compiled for the use of the British settlers in the United States and Canada". The paper contained extracts from the leading English journals.

A respected periodical was the "Genesee Farmer", published monthly in Rochester, New York, and circulated in Upper Canada. A bound volume of issues of this paper, circa 1841, property of the Fisher family of Burlington, is a typical example of the era's style in newspapers, with flowery passages, long paragraphs and no photographs. The sometimes inaccurate drawings of animals were important to such publications, and one letter to the editor complained of a sketch of a cow weighing about 1,000 pounds, with legs like four slender candles.

As well as the most practical of farm news and price quotations, there were articles about the experiences of people trying to raise silk worms and handy household hints such as a formula for waterproofing boots by heating a mixture of beeswax, turpentine, oil tar and pitch "taking care not to set the mass on fire".

An editorial tried to encourage women to grow larger gardens by saying it was good for the health and a graceful accomplishment. A male reader wrote to say that "he would ride 20 miles to see one really healthy woman".

Does this editorial comment of years ago sound familiar? "The hundreds of young men scattered throughout the country and lounging about in the towns, furnish indisputable evidence that many in the rising generation are contracting habits which in after life must cause a large amount of sorrow and wretchedness".

ELGIN HARRIS

GAZETTE OFFICE ABOUT 1902

New settlers in Upper Canada often placed ads in the newspapers, inviting girls to join them in wedlock, promising to be the 'most adoring and obedient of husbands'.

One paper widely welcomed was the London Illustrated News which from 1862 published a special Canadian edition. Later loading down the rural carriers' mailbags were copies of the Mail and Empire (now the Globe and Mail).

There is evidence that a small newspaper was published about the time of Confederation at Nelson Village, by the McCoy family. Called the Little Wasp, the weekly sheet had all the local news and gossip. For some reason its motto was 'Arrah! how hot his little feet is', supposedly the remark of a visiting Irishman after a hornet had landed on his hand.

'The Halton Journal' carried no local news at all, but invited subscribers to take The Daily Globe, The Tri Weekly and The Weekly Globe, Toronto publications. From the files of Milton's 'Canadian Champion' comes the following item in September 1873. "The village known as Wellington Square was on Tuesday incorporated by the County Council under the name of Burlington and is now a full blown village. The old name was inconvenient on account of the large percentage of letters being sent to Wellington."

In the 1870's newspapers printed names of persons for whom mail was being held at the post offices, and a Traveller's Guide listed stage-

coach schedules leaving from Milton. 'For Bronte station. Stage leaves every morning at 5.50 and every afternoon at 1.30. Fares 50c. For Hamilton. Stage leaves every morning at 5 o'clock, fare $1.'

Halton County Museum at the Kelso Dam conservation area has several scrapbooks on display in the parlour exhibit, evidence of a family hobby, popular around the turn of the century when reading material was still scarce. Favourite articles, recipes, dramatic fiction and serialized love stories, and emotion-charged poems were cut from newspapers and pasted close together. Picture postcards were spaced for contrast while fillers and jokes were used in small spaces as they are in newspapers today.

It must have been a great satisfaction to Burlington residents when they got their own newspaper, The Burlington Gazette, in 1898. The business faltered eight months later however, and was in the hands of the bailiff when the equipment and a list of 300 subscribers were bought for $1,500, by Elgin A. Harris, an experienced printer on Petrolia, Wingham and Caledonia papers.

For four years he published The Gazette in a building on Water Street, opposite John Street, and when the site was purchased for a canning factory, he moved the business to Elgin Street. This land was needed by the Toronto-Niagara power line, and again The Gazette moved, this time to 370 Brant Street, the paper's present address. Elgin Harris was the Gazette editor and publisher for 57 years, later being joined by his son, George. Elgin Harris retired in 1956 after selling the paper to a group of Burlington businessmen.

After his retirement he continued to take an active interest in town activities with daily visits to The Gazette and The Spectator branch office.

In 1966, on the occasion of his 90th birthday, he recalled his active life in Burlington, not only as local newspaper editor, but as Reeve, Mayor, County Warden, member of the Water Commission and the School Board!

Subscriptions in the early 1900's were often paid with eggs, butter, firewood, apples and chickens. Mr. Harris recalled that no charge was made for birth, death and marriage notices. They were considered news.

The Gazette soon had a good business operating job printing, tax notices, dog tag certificates, bicycle permits, ballots and pay sheets for the town. In 1900 Council authorized the clerk "to get minutes, bylaws and financial statement of last year printed as cheap as possible." Apparently Mr. Harris offered them a good price, since thereafter the words, 'Gazette Print, Burlington' appeared on all records.

Now issued on Thursdays, the Gazette has continued to report town activities and this headline story on January 8, 1958 showed that other

newspapers found that Burlington news made good copy the week of Amalgamation "Birth of the New Burlington — The Biggest Town in Canada . . . made headlines big and small in the papers all over Ontario last week"

By 1966 the Gazette's circulation had climbed to 8,000 (it is a member of the Audit Bureau of Circulation), and in newspaper competitions it has won 15 awards in six years as a member of the Canadian Weekly Newspaper Association.

After the turn of the century Burlington had its own "column" in the Hamilton Spectator consisting mainly of "jottings" from residents in the lakeside community. As Burlington grew, so did the Spectator's coverage. Today the paper maintains a Bureau in the town with a staff of reporters and photographers and prints several columns of pictures and news daily, the latter transmitted to Hamilton by teletype printers.

One of Burlington's earlier contributors to the Spectator column was the late Nora Gilbert who combined this for 20 years with her regular job as Bell Telephone employee. Her devotion to journalism finally won her a full time position on the Spectator's staff as Burlington reporter.

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The Library

Library services began in Burlington in January, 1872, at a meeting of the public school trustees of S.S. No. 1 Nelson, with William Bunton, Benjamin Eager and William Kerns in attendance. The question of establishing a library for the use of the school was discussed and a resolution passed that the trustees purchase a supply of suitable books from the Board of Education in Toronto.

In March, $56 was spent on books which were placed in the hallway at the school and the next year an additional $25 was appropriated. No further grants were made until 1888. The following year a concert was given by the teachers and pupils and $50 was raised to buy more books. The trustees matched this amount and the library collection continued to grow.

It is interesting to note that in 1872 the library was open to the public one hour a week, on Friday afternoon between 4 and 5 o'clock. Later when the service proved popular and more books were available, the school was opened for two hours on Tuesday evenings and for four hours on Saturdays from 5 p.m. to 9 p.m.

W. H. Finnemore was the first chairman of the Library board. Later chairmen were Dr. William Richardson, W. F. W. Fisher, O. T. Springer, F. W. Galloway, Joseph Ackland, W. R. Gilbert, H. T. Foster, Harry Rowsome, V. H. Peart, B. S. Hicks, H. Goodwin and A. Boynton. This record is not complete and names are not necessarily in order of service, the list being made up from minutes of meetings from 1872 on. Others outstanding in services given through the years were William Wiggins who served as secretary-treasurer for 47 consecutive years, Fred Blessinger, Edmond Holtby, J. A. Lockhart, Ivan Moxham, Gordon Berry and C. D. Bull.

While library services in Burlington were provided from the early days under various names, the institution as such always served as the cultural core of the community. Somewhere in the course of time the Mechanics Institute figured prominently. This organization became very popular in Upper Canada in the 1850's and 1860's, the first one having been established in 1831 at York. It relinquished its library facilities

under the Free Libraries Act of 1882 while social and recreational activities were taken over first by the Canadian Institute and later by the Y.M.C.A.

By 1896 Henry Berry's small library in a house on lower Brant Street was also serving the literary needs of the village.

In 1906, Burlington's library board received an offer from John Waldie, Toronto, a respected former citizen of the community, Burlington's first reeve and member of Parliament for Halton, to donate a building for library purposes, provided the village would furnish a suitable site. The village council submitted a by-law to the people on April 6, 1906, and they voted 83 for the project, two against. The library board was given $1,000 to purchase a site and a lot on Brant Street was bought from Alex Riach, located adjacent to what today is Dr. W. A. Weaver's home, occupied at that time by Dr. William Richardson.

Plans for the library were drawn by architect Charles Mills, a summer resident who lived in a house called Thayendanegea at Water Street and Brant Avenue (now Brock). Various artisans and local firms helped construct the building under Mr. Mills' direction and on February 21, 1907, the Burlington Public Library was formally opened.

Space in the town hall on Elizabeth Street eventually became overtaxed by the police and fire departments' needs, so the village clerk, O. T. Springer, was permitted to occupy space in the new library building and council paid rent to the board. Originally the library's book stacks were on the right hand side of the building and the left side was used for socials and later divided into two rooms, the front being used as a reading room, the back as the library when the courtroom was located on the premises. The reading section was used for classrooms for students in 1921 when Central High School was being constructed. It would seem that the necessity for shuffling civic offices from place to place to meet space demands is not just a latter day problem for local officials.

An early librarian was Edward Webber who served many years. He was a manufacturer of carriages and wagons in his business life. From 1910 to 1935 Miss Mary Detlor was librarian and Miss Mae Holtby served for a short time. Mrs. Dorothy Angus became head librarian in 1935 and soon was "friend to thousands." She was named Citizen of the Year in 1957, the first woman to receive the award. The present librarian is Miss Ida Reddy who oversees not only the main library on Elizabeth Street but the Aldershot and Skyway branches as well.

Duties of today's library staff are much different from those of Town Clerk Springer when he combined his work as a town employee with that of part-time librarian. He agreed to keep the library open while he was working as clerk, so the library was open longer than it would have been otherwise. There was a wicket at the back of the town

office where borrowers were given a list of available books. No one was allowed to touch the books, and only the librarian could take them from the shelves for borrowers who paid a rental fee on each one.

The income and town grants soon proved inadequate and town council agreed to finance the care and upkeep of the library building in place of the annual grant, in return for the use of the space it occupied. This helped ease the burden considerably and the library board carried on until 1946. A study was made of the library situation and it was decided that its activities should be brought under the Public Libraries Act which then made it a free library to Burlington readers. The first chairman under the new arrangement was Judge C. D. Harkness, and the board consisted of eight members appointed by the municipality and the public and separate school boards.

Under the new regulations, the town took over the property on Brant Street and within three years library requirements had outgrown these premises. Council placed before the ratepayers a by-law to authorize an expenditure of some $200,000 to build a new municipal office, and the ratepayers turned down the proposal. The library board then approached council with the suggestion that the late Dr. A. H. Speers' residence on Elizabeth Street be bought and remodelled for library purposes and the Brant Street property turned over to the town for its own offices.

The Speers' property was subsequently bought and remodelled for about $36,000 of which amount the province paid $12,000. Since then it has undergone several renovations designed to give better library service. With the increased demands on the library since amalgamation in 1958, plans are being made for a completely new building, despite the popularity of the branch libraries in Aldershot and East Burlington.

Volunteers through the years have aided the librarian's work, among them, during the 1950's, Mrs. Nick Findlater who conducted a children's story hour each week with 40-60 youngsters attending. Mrs. Dorothy Taylor delivered books of their choice weekly to shut-ins.

The library also provided accommodation for pre-natal classes in conjunction with the Halton County Health Unit.

An unusual library service in Burlington will be recalled by young English war brides who, after 1945, came to the library looking for advice on Canadian housekeeping. Librarian Dorothy Angus befriended many of these girls and helped them with their shopping problems created by the difference in weights and measures and currency.

Thus it came about that a lecturer from MacDonald Institute in Guelph came to Burlington to give the girls lessons in planning and cooking meals, a service that was never forgotten.

Miss Ida Reddy joined the library staff in January, 1961, and when Mrs. Angus retired a year and a half later, Miss Reddy was given charge. As Burlington grew, the Elizabeth Street main library became over crowded, despite additions made to the building. In September, 1960, a branch library was opened in the basement of the Dominion Store, Aldershot, and it served until 1964 when it was re-located in ground floor quarters in the same Plaza.

A second branch was opened in the Skyway Plaza in the east end in the summer of 1965. The entire staff now serving in the three branches number 18, of whom two are professional librarians, Miss Reddy, and the children's librarian, Mrs. Janis Lewis. William Loosely has been chairman of the board for the past four years.

In the past five years the children's section has been greatly enlarged and extensive reference material is available for students with emphasis on Canadiana. A deposit station has been set up in Lowville for the convenience of book borrowers in north Burlington.

Projected plans are being discussed for a new main building which will feature services such as films, records and a local history collection as well as a large selection of books.

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Leisure Pursuits

The history of recreation and sports in this area goes back to the days of the Mohawk Indians, some of whom competed in such contests as lacrosse, swimming, canoeing and archery while others among them turned their talents to crafts. Examples of their ceramics, weaving and bead work have been preserved and can be seen at the Brant Museum. When the United Empire Loyalists and other white settlers came to the head of the lake, they often combined work and recreation so barn raisings or quilting bees were occasions to look forward to. Settlers on widely separated acres got together in summer for picnics, boating and log-rolling, while in wintertime dances and sleigh-rides were favoured. As churches were constructed in the township and village, they became the centres of community activities. People gathered in them and in the homes for suppers, singing and story telling.

At the time of Confederation, the Bachelors' Ball was a social affair held once a year, eagerly anticipated by young ladies and by bachelors as well. After 1873 the newly incorporated village of Burlington became a popular vacation place. Summer cottages sprang up along the lake front and on the Beach strip. Rambo Flats was a favourite picnic spot and boat trips on the bay and on the lake brought visitors back year after year.

Lawn bowling was first organized in 1904 on the green between Trinity Methodist Church and the parsonage, and later, on a private green at the Brant Hotel. From 1910 local bowlers have owned their own greens on Elgin Street on property enlarged by a purchase from Ontario Hydro in 1938. In later years, most bowling enthusiasts have moved indoors with the town's modern five- and ten-pin bowling alleys.

Although few records have been found of their activities, there was a Burlington Athletic Club in the early 1900's and Burlington had a championship hockey team in 1912. The picture of the hockey team shows—Back row: Percy Thorpe, left wing, Lee Filman, centre (Sec.-Treas.), A. L. Craven, right wing, Howard Sheppard, rover, Stan Coates, cover point, Front row: Geo. Muirson, right wing, Delos Cole, left wing, H. J. Blair, manager, Russell Sheppard, point, Gordon Colton, goal

BURLINGTON HOCKEY TEAM—1911-12

(Captain), Centre Hartley Allen, mascot. One of the town's great all-round athletes was Howard "Hud" Sheppard whose memories of bygone contests are fresh and green.

There were individual champs too, such as Eddie Cotter, famous long-distance runner. At his home in Guelph in 1966, Mr. Cotter recalled winning his first long distance race Christmas day 1904 in Burlington. The distance was 11 miles. Holder of the record for this annual race, he was a member of Canada's Olympic team in England in 1908 and the following year won the Brantford to Hamilton marathon of 26 miles, 176 yards. The Hamilton Spectator, sponsor of the race, sent Eddie to England for another marathon event which was cancelled due to the death of King Edward VII in 1910. When the Herald road race around the Bay was an annual event Eddie Cotter was a frequent entry and invariably was among the leaders.

Skating and hockey were popular then as now. Bert Allen recalls when the boys used to skate on the bay, starting out at the old inlet near the Brant Hotel and ending up at James Street wharf in Hamilton, always careful to skirt the open water near the canal. The first open-air skating rink was opened in 1904 and a covered rink was built in 1914 at a cost of $10,000. This was a quonset-hut type of building on Elgin Street where the Works Department has its building. Hockey games attracted many spectators and on one occasion there were 1,200 in attendance at a home game. Later that night it snowed heavily and the weight of the snow caved in the roof, fortunately with no one in the building at the time. The damage was repaired and the building continued in use. Elgin Harris recalls trainloads of Burlington fans going to Milton to support the local team.

Town council aided local sports programs whenever possible. In 1919, the minutes recorded a request by Dr. Tom Peart for a donation and use of a team of horses and a grader to help lay out grounds for the Burlington Baseball Club. He was given $25, enough to get started on the project. In 1922 a motion was passed for "a grant of $150 to the Burlington Skating Rink Company."

The Lions Club, organized in 1925, bought the old car barn site between Martha and Pearl Streets in 1929 and converted it into a children's playground with swings, slides, wading pool and softball diamond. Later they turned an old barn on the property into the Lions Club Hall. It still is the centre for many community activities and for headquarters of groups such as the Scottish Country Dancing Society.

Before the formation of a town recreation committee, service clubs financed league sports while library and church groups taught arts and crafts. The police department sponsored judo and wrestling groups and the volunteer fire department in 1933 operated a park bounded by Hager Avenue and Caroline Street featuring playground facilities and a full softball schedule. In the same year the Freeman Athletic Association was organized to promote hockey, lacrosse and softball in the area north of town.

Burlington Central High School spirit was given a real lift in the 1930-31 season. The track and field team won the Halton County and

EDDIE COTTER

East Flamboro inter-scholastic field championship for the fourth year in succession, the senior boys' rugby team winners of the Niagara district championship, went undefeated in the series, the boys of the senior hockey team were district champs and the girls' senior basketball team went all the way to win the COSSA championship. The high schools have had many successes but 1930-31 was a tremendous year for a school which had just begun to put emphasis on sports. Burlington Central High had won a place in the sun!

Until the mid 1940's, the town financially assisted by the fire department promoted lacrosse and hockey at the covered ice rink. The need for a larger arena had grown apparent and a committee composed of Dr. and Mrs. W. A. Weaver, co-chairmen, Harry M. Saunders, A. S. Nicholson, E. R. Macklin, N. R. Vinton, and Earl Swift, was formed. After much discussion, it was decided to build on New Street on a 12-acre site. Funds were raised by public subscription and a sod turning ceremony was held on May 23, 1951.

When completed the large arena was equipped to handle hockey teams and skating clubs on its 80 by 185 foot ice surface. The Circus Room auditorium was built upstairs to accommodate meetings and craft classes. The town's first recreation committee was formed with headquarters in the arena. In 1952 the committee took over the maintenance of town parks from the Burlington Horticultural Society and became known as the Recreation and Parks committee, with Earl Davis as director.

After the 1958 amalgamation, Central Park was purchased and the recreation office was moved to Lankester Lodge, one of Burlington's fine old homes, now used as the centre for the Senior Citizens Club. The town's recreation program has grown with Burlington and today there are 31 parks across town, a full-time staff of 37 with 100 or more high school students engaged during the summer to supervise playgrounds, day camps and swimming facilities.

The town's major Centennial project is the development of Spencer Smith Park at the foot of Brant St. J. Austin Floyd, landscape architect, has drawn up plans for this beauty spot.

The breakwater, once the domain of the federal government, will be the town's responsibility once the park is in. Spencer Park as it was once called, was lovely in the past but more than once wild water coming in over the breakwater has destroyed its beauty. To prevent waves washing over the wall and freezing spray causing damage to proposed plant material, trees, sod and walkways, the breakwater is to be topped with a parapet of concrete four feet high. With this, the seawall altogether will be about eight feet above the high water level.

The height of the park is being raised. It will gently slope from below the seawall up to Lakeshore Rd., eliminating insofar as possible

long stairways into the park which would inconvenience elderly citizens and wheelchair invalids.

The Centennial section of the park, known as Confederation Terrace, is between Brant and Locust Streets. Two-thirds of the cost came from federal and provincial centennial grants. The rest of the park between Locust Street and the Brant Inn is to be developed by the town. A railing facing Lakeshore Road will bear the inscription, "Commemorating 100 Years of Nationhood 1867 to 1967."

There are three artificial rinks, at central Arena (the home of the Mohawks, Burlington's entry in the OHA Niagara District Junior B Hockey League), the outdoor rink at Kiwanis Park, Aldershot, and the newest swimming pool and skating rink combination in the 58-acre Nelson Park complex on New Street. There are swimming pools at Hidden Valley and Mountainside Park, and Lowville Park in the northern part of town is ideal for picnics and the summer day camp.

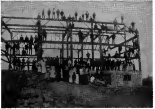
Plans for the Burlington Family YMCA got under way in 1964 under Jaycees sponsorship. The "Y" building is proposed for the Central Park area which also contains the Burlington Curling Club, the Music Centre bandshell and outdoor playing fields in Pogo Park near Central Arena. Within the town's boundaries are the Rattlesnake Point conservation area, property of the Halton County Conservation Authority, and almost 150 acres of Royal Botanical Gardens land.

Church bulletins and newspapers publicize the myriad of interests offered Burlington residents, ranging from ballroom dancing clubs to the Weavers' Guild, and from Scout Mothers' Auxiliaries to the Arts and Letters Club, as well as the service clubs which quietly aid worthy causes such as crippled children, mentally retarded or underprivileged children.

With the increase in leisure time, more people have turned to golf and for many years the Burlington Golf and Country Club on North Shore Boulevard was the only one in the area. Since 1964 however, two more private clubs, Tyandaga, upper Brant Street, and Medad Heights at Lake Medad have opened new courses. Burlington Springs is a new public golf course.

Burlington Yacht Club was active until disbanding a few years ago when many members helped to form the Bronte Harbour Yacht Club. A growing influence in canoeing circles is the young Mohawk Canoe Club.

Burlington young people may participate in nearly every sport they might wish to. Tri County Hockey teams are co-sponsored by the Lions and Optimist Clubs. In the summer the Burlington Eskimos play football in the Hamilton Old Timers' League and the Burlington Braves in the Ontario Junior Football Conference. Soccer enthusiasts may play minor soccer sponsored by the Burlington Police Amateur Athletic Association or join the Burlington United team which competes in the Southern Ontario Soccer League, eastern division. The Burlington Amateur Soft



BARN RAISING ON NO 5 HIGHWAY—A COMMUNITY AFFAIR—WORK & RECREATION

ball Association includes a girls' section and another town league is the Burlington Senior Fastball League, one of the most popular from a spectator point of view.

These are just some of the town's teams and the list should also include the many house leagues sponsored by the Recreation department and other associations.

Important in the town's recreational facilities are the well-attended evening classes in every category from rug hooking to high school credits. About 1933 a group of new Canadians requested classes in basic English and Miss Emma Eby was hired to teach them. After World War II the Department of Education again established English classes and IODE chapters assisted with Christmas parties and presentations at graduation ceremonies. Today Burlington offers classes and recreational facilities for everyone, including its large teen age population which has special programs geared to its interests.

A group prominent in the field of specialized education is the Burlington Association for the Mentally Retarded which provides preschool nursery classes at St. Christopher's Church, day school classes at Mayfield School and arranges for light employment at the Adult Training Centre on Brant Street.

Music Schools and churches give distinguished service in the fields of choral and instrumental music, but it is not every community that has kept in existence for many years a town band. Before the turn of the century, villagers used to gather for impromptu concerts in the town hall. Council minutes for 1895 record that the Burlington Amateur Minstrels were granted the use of the town hall free for one evening. Travelling 'Tom' shows used the Hall and Little Eva was hoisted heavenwards by block and tackle while audiences wept.

Records of June 1909 read 'that $50 be granted to the Burlington Band on the following conditions: first, that they give ten weekly concerts in the Gore Park, second, that they deliver to the keeping of the village property committee, all instruments purchased by public subscription'.

Pleasant evening concerts were held on summer nights in the park on Water Street between Elizabeth and Pearl Streets. Council voted the bandsmen $6.70 on October 31, 1914 for escorting volunteer soldiers to the railroad station at Freeman.

The following year the Band asked council for a grant to erect a band stand, in order that they might give open air concerts. Council instructed that the stand be erected 'in Gore Park on Water Street for the present'.

Members of the uniformed band at this time are shown in a photograph owned by W. H. Copeland of New Street, who played in the Citizens' Band along with such musicians as Alex Land, Jesse Dorland, H. K. Copeland, Harry Morse, Murray Green, Everett Shapland, Tom Fleetham, Bert Baker under Bandmaster Herbert Tufford.

The band continued to be subsidized by the town until the summer of 1919 when it was decided that 'council take over all band instruments mentioned in the list received from Mr. Herbert Tufford, bandmaster, as requested'. The musicians were sent a letter of appreciation and the Fire Department thenceforth assumed responsibility under the name of Burlington Firemen's Band. Among returning veterans of World War One was a young bugler, Tom Waumsley, who became bandmaster, succeeding Mr. Tufford. The Dorland brothers, Fred and Jesse, and Fred Johnson were other bandsmen. The Fire Department supported the band until the late twenties when the Canadian Legion took over. Lively practice sessions were held at the Legion Hall, now the Sea Cadet quarters on Elizabeth Street.

Another World War saw the band's ranks drastically reduced but the Legion carried on until peace came.

When the Chamber of Commerce, sparked by the late Frank Ellerbeck, invited Elgin Corlett to organize a boys' and girls' band in 1947, a whole new generation was ready to learn the march music. Over 200 eager young musicians signed up for instruction and soon the new band

was rehearsing in the Lions Club hall and marching in the adjacent park. Majorettes were trained, parents joined to help raise funds to buy band uniforms and shortly the band was playing out-of-town engagements and bringing home awards.

In 1949 a bylaw for a band tax of one half mill was approved by the ratepayers the purpose being to maintain in future a community instrumental musical organization under the guidance of the Burlington Musical Society

In 1963 the Musical Society found a permanent home—the modernistic headquarters in Central Park. Elgin Corlett today directs the musical destinies of an organization which includes junior and senior bands, an adult concert and a string orchestra. Burlington may well be proud of its accomplishment in the realm of music

SCOUTING AND GUIDING

Burlington Boy Scout Association traces its organization back to 1909, when the town's population was about 1,000. Sir Robert Baden-Powell had advanced the idea of Scouting in 1908, so Burlington was one of the first towns to take up the new idea The first local Scout Master was Archie McGibbon who remained in his position for more than a year, after which there was a succession of leaders including Hughes Cleaver and the late William Gilbert The original enrollment of 25 boys was considered excellent for the small population of Burlington

At first some residents complained about the Scouts marching through the streets with bugles blaring and drums beating, but, for the most part people favored the new movement and merchants generously subscribed to their appeals, as they do now It was the merchants of 57 years ago who bought the band instruments at a cost of several hundred dollars, and stood beaming their approval in the doorways of their shops as the troop marched past in the dust of unpaved Brant Street. The meeting place in those days was the basement of the former public library on Brant Street (the site of the present Civic Administration Building)

In 1912 His Royal Highness the Duke of Connaught, Governor-General of Canada, took the salute at the march past of thousands of Boy Scouts at the Ontario Jamboree held at Exhibition Park in Toronto Burlington's Scouts proudly brought home first prize for the best marching and best-equipped troop. In the twenties Scoutmaster Tebbe and the local troop met Lord Baden Powell in Burlington

The founder was motoring to Toronto and broke his trip for a short while when he saw the Scouts lined up at Gore Park on the waterfront

When the first World War broke out, many former Scouts enlisted and a great many of them were either wounded or killed overseas. About 1918 Rev. George W. Tebbs took over the troop and for many years led the boys as they marched out of town, hauling the trek cart to some distant camping place. It wasn't until 1958 that the Scouts' combined group committees were able to buy the 90-acre camping grounds in North Burlington at Camp Manitou, and in 1966 a $13,000 swimming pool was added.

At the outbreak of the Second World War, the organization faltered and enlistments took a heavy toll of the leaders.

At that time Stanley Craze was appointed Chairman of the group committee and began the work of reconstruction so that by 1953 there were about 200 Cubs and Scouts in three troops and three packs, with a waiting list.

The Burlington Boy Scouts Local Association was formed in 1952 under President W. G. Cowing. The headquarters on Elizabeth Street was acquired from the town when it vacated the building as a town hall. Later, when the police and fire departments built new quarters, the entire premises were taken over by the Cubs and Scouts.

Trinity United Church (later Wellington Square United Church) needed extra space and in 1959 they purchased the Scout hall which was next door, and it was renamed Trinity Annex. Cubs and Scouts then met in various schools and churches as they do now.

For many years, boys in the Strathcona district have had their own Scout Hall, constructed originally on Belvenia Road by area residents for community gatherings.

In 1966, a new district headquarters for Burlington was obtained at 450 John Street and a new group called the Venturers was formed for high school boys. District Commissioner Peter Bromley heads an organization of 250 leaders, 30 Cub packs, 25 Scout troops and 9 Rover crews for a total of about 1680 Burlington boys active in Scouting.

GUIDES

Guiding was started in Burlington in November, 1929, by Division Commissioner Mrs. Allan Scott and this area was then part of the Wentworth Guide Division. They were registered as the 1st Burlington Guide Company and the 1st Burlington Brownie Pack, and were later sponsored by the Thayendanegea Chapter, I.O.D.E. as the 64th I.O.D.E. Company.

During the first year the company flags were dedicated in St. Luke's Church by Rev. G. W. Tebbs. Past district commissioners include Miss Florence Richardson, Miss Phyllis Donkin, Mrs. Lionel Millen, Mrs.

Douglas Fisken, Mrs. A. P. Cadeau, Mrs. Wade Townsend, Mrs. Phillip Gage, Mrs. A. R. Douglas and Mrs. D. W. S. Best.

In 1943, the membership dropped drastically, but during the next five years it grew to 50 Guides and 50 Brownies, in two companies and two packs. By 1948, the Local Association Committee found that a permanent home was needed for the fast-growing organization. Despite many setbacks, by September 16, 1951, the new Guide home, Trefoil Lodge was ready.

Located next to the present Brant Plaza, the Lodge was officially opened by A. S. Nicholson using gold keys which were accepted for the District by Brownie Anne Ireland and Guide Sally Duke. Rev. H. G. Lowry from Knox Presbyterian Church led the dedication ceremony.

By 1955 there were 5 Brownie Packs, 5 Guide companies, 1 Land Ranger company, the Local Association Committee, the Guiders Council and a new group, the Parents' Auxiliary of both mothers and fathers. Amalgamation of the town made administration more complex and in 1961, Guiding was split into Burlington East, under Division Commissioner Mrs. R. J. Johnston, and Burlington West, under Mrs. A. L. Hurst. In 1966 Mrs. Hurst headed up East Division and Commissioner for Burlington West was Mrs. Ross Procter.

The movement has grown to 23 companies and 32 packs with five companies of Land Rangers and one Sea Rangers group called S.R.S. Skeena. District Commissioners, and their Guide captains and Brown Owls, give fine leadership at the weekly meetings and in the planning of summer camps, church parades and yearly competition for such awards as the Hendrie Shield. Most groups now have Mothers' Auxiliaries who assist with special occasions and fund-raising events. Burlington's companies and packs belong to Girl Guides of Canada, Hamilton area, with headquarters in Hamilton.

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"In Sickness and in Health"

In the early 1800's immigrants were being encouraged to come to Upper Canada but no provision was made for their medical care. The high death rate was due to negligence, ignorance and unsanitary conditions and to the unscrupulous quack medical men who capitalized on the needs of the pioneers. As Gwen Clarke says in *Halton's Pages of the Past*, diphtheria, smallpox, typhoid, cholera and other infectious diseases took a heavy toll of lives. Many young folk died of 'consumption' and isolation of infectious cases was unheard of, so it actually became a time of 'survival of the fittest'.

In the early years of the 19th century there were only three qualified doctors between Toronto and Hamilton: Dr. Adamson of Port Credit, Dr. James Cobban of Milton and Dr. Nathaniel Bell of Nelson Township, who was born in New Jersey in 1790 and moved to Canada at the age of two. He later became Halton County's first doctor. Dr. Anson Buck, a veteran of the American Civil War, also practiced in this area about the same time, and led the hectic, sleepless life of a typical country doctor.

An optimistic note on the health scene in 1817 was written by Robert Gourlay in *Sketches of Upper Canada* in which he said: 'The climate of Upper Canada is favourable to health and longevity. ... This opinion is founded upon the information of medical gentlemen and others, confirmed by observation and my own personal experience. I have found travelling and residing in it to be salutary and restorative to a feeble constitution.' This statement must have encouraged a number of possible immigrants, since the book was written to enthuse the British in the advantages of living in Canada.

A letter written in 1834 by Mrs. Dickson, an ancestor of W. D. Ham of Burlington, has been preserved. In it, Mrs. Dickson told her father in Scotland that her sister and the latter's husband, Dr. John Swan, 'intended to settle in a place named Wellington Square somewhere between York and Hamilton.' Mentioning some of the hardships endured by the pioneers of the 1830's, the letter continues: "That dreaded pestilence, cholera, has been awfully prevalent in this country, but is now on the decrease. In the course of a few weeks, Montreal lost

1,100 of its inhabitants. My dread of it was so great that I dared not go to see the burying ground of St. Ann's as I intended."

She speaks of a boat trip up the St. Lawrence River and the discomfort. "We were exposed to a burning sun through the day and dews so rank through the night that I could almost have wrung our outer clothes in the morning, together with the thunder and rain, and a boat without any edge to prevent the children from falling over. It was no small relief to me when we boarded a steamer which we had all the way from Brockville to Hamilton and from thence we were brought in wagons which took us three days and we had no other covering at night save the shelter of an open barn or shed, so afraid were the people of the cholera that they would not permit us to enter their houses in many places".

A common sickness which struck homes in the winter was called 'ague'. This was described in an 1837 book as lake or cold fever with chills and fever. Cinchona bark, from which quinine was extracted, was the general "and unfailing" remedy of the day for ague.

Smallpox was the big scare of the 1840's and one of the Jane Van Norman Aaron Emery letters says "The smallpox is raging in the city (Hamilton) and two of our day scholars have it. I don't however apprehend any danger of its getting in the school simply for this reason, that I believe we are under the direct protection of a wise and all-powerful Providence".

With the absence of our modern miracle drugs, people depended on quack remedies and patent medicines with complete trust. *Smith's Canadian Gazeteer* of 1846 (which listed one physician and surgeon for Wellington Square) also contained commercial advertisements. Bristol's Sarsaparilla claimed to be a safe and certain remedy for every complaint from pimples to leprosy, while Dr. Rush's Infallible Health Pills were "very superior to all ages, sexes, seasons, constitutions and climates". Circassian Balm was not only good for chilblains, preserving the teeth and barber's itch, but for removing paint from cloth. No home should be without it! Wild Cherry Bitters was prescribed for nervous weakness and general debility and was especially recommended for drowsiness caused by spring fever.

Later in the 19th century, the local government set up a Board of Health to supervise contagious diseases and try to control unsanitary practices. In 1868 for example, John Harris, David Hartley and C. G. Davis were appointed members of the Nelson Township board under Medical Health Officer A. C. Jones, M.D. A directory of Burlington for the following year lists the following physicians: Dr. Anderson, Dr. Bates, Dr. Arthur Carter, and Dr. William Richardson as well as E. Thomas who was a dentist. Supplies were available at the Burlington Drug Company.

Dr. A. C. Jones' annual report in 1897 said, "The low rate of mortality and the scarcity of malarial and contagious diseases, are the best indications that the township (Nelson) may congratulate itself upon a good sanitary condition during the year." He attributed the good showing to a plentiful supply of pure water, general absence of poverty or overcrowding of citizens and the great efficiency of the Provincial Board of Health in enforcing quarantine against cholera and smallpox.

He recommended an annual sanitary inspection of public schools, dairies, and slaughter houses, "in preference to the present system of waiting for a complaint to be made," and said they should consider vaccination of all school children.

Meanwhile Burlington's Board of Health was hiring a sanitary inspector to check on stables, water closets and privy pits. Three hundred copies of health notices were distributed around the village, notifying residents to have all outside nuisances cleaned up by May 15, to avoid the occasional complaints that drainage from Mr. N's yard was tainting the water in Mr. D's well.

In 1901 a smallpox scare hit the village and Burlington council authorized Dr. Richardson to vaccinate all persons desiring it. All those not able to pay the fee charged (25¢) were to be vaccinated at the village expense.

When someone did catch the dread disease, families were quarantined for six weeks. Sheets were hung all over the house and the doctor poured formaldehyde over the sheets to disinfect the premises. If the patient was cared for at home, a quarantine card was placed on the door and a constable was sometimes hired to see that no one entered or left the house. A box was placed at the far end of the yard for local merchants to deposit milk and groceries, and someone ran out for them after the delivery boy had left. No money changed hands and the bills were paid by council, which presumably collected from the family when the danger was past.

Sometimes more drastic measures were taken to control smallpox. In July, 1901, a Mr. Pettigrew from Nelson Township became ill with smallpox while visiting in the village. Dr. Watson was sent in a rig to notify Reeve Richardson of Nelson to meet with the Burlington Board of Health the next morning. It was agreed that Mr. Pettigrew's care would be a joint expense and tents were placed in the middle of a large field belonging to Wood Freeman. The village clerk arranged for a bed and other supplies while a constable and attendants were hired to care for the patient and keep the place isolated.

This type of quarantine was expensive for the local council who paid all the resulting bills. Expenses in another smallpox case in the township were detailed in the minutes book: "$5 for vaccine points and $40 for smallpox isolation tents, $10 for moving E. General and family to and from the isolation tents removing and storing tents, lumber, etc $20 to Mr Freeman for use of his field and for wood burned by patients J S Allen, $4 50 for stove pipe and other items E Williamson $5 75 for furniture (he was the undertaker as well as furniture dealer, but this bill was likely for renting chairs and tables since the patient recovered), T LePatourel $1 95 for disinfectants, J Galloway $1 for one tub Freeman Bros $21 75 for provisions, G Renton, $2 75 for milk, carrying food to tent $14, E General and wife, care of patient $29 and Dr Richardson's account for $140 '

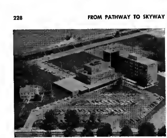
At the end of that year, Dr Jones was paid $17.50 for vaccinating in seven Nelson school sections and his annual report said that although the province-wide smallpox epidemic had touched the municipality, it was of a mild nature here with no fatalities He also complained that everyone had not been vaccinated, although the service was free

In 1910 there were only four cases of scarlet fever and seven cases of infantile paralysis, with a scarcity of malaria, typhoid and smallpox Township residents considered it had been a good year healthwise and they were congratulated by their Medical Health Officer for 'the sanitary condition of the township during the year' Board of Health members in 1910 were chairman J P Griffin of Nelson J F Richardson of Milton, A C Pettit of Freeman, George Erwin of Kilbride, John Sheppard of Nelson and George Forth, sanitary inspector from Lowville

Meanwhile, a man in Burlington was ill with scarlet fever and the Board ruled that neither he nor his family could leave the farm but he would be allowed to harvest his fruit crop, provided someone else took it to the shipping point Dr W R Watson said that the few cases of diphtheria and mild typhoid cases were probably due to drinking water from polluted wells and added, "This shows the people how dangerous it is to use doubtful well water when there is an abundant supply of absolutely pure water to be had through the water works supply source' Burlington's new water works had just been installed that year

Town council took the responsibility of sending tuberculosis patients to the Hamilton sanitarium or the Muskoka Free Hospital for Consumptives and paid large bills each year to other Hamilton hospitals for the care of indigent citizens There is this item from 1917 an account paid of $7 to Mr Copeland for 'taking the children who were bitten by the mad dog to Toronto for treatment' and the Pasteur treatment at Hospital for Sick Children cost the town $75

Of course, most patients were able to pay their own expenses, but the nearest hospitals were in Hamilton, and when Burlington did get a hospital during World War I it was for returned soldiers The large hotel known as Brant House was bought by the government and it became Brant Military Hospital The open verandahs were closed in to make wards in the former luxury hotel and a new wing was added later



JOSEPH BRANT HOSPITAL WITH BRANT MUSEUM ON THE LEFT

A second wing was built in 1919 mostly for wounded soldiers who were brought there after the war as convalescents. When most of the men had recovered and returned to their home towns, the remaining patients were transferred to other hospitals and Brant Military Hospital was torn down.

A general hospital for the Burlington area was discussed informally for years before any action was taken. It has only been in recent years that maternity wards have become popular and many of today's adults were born at home—or had their tonsils removed by the family doctor on a scrubbed kitchen table. Following the Second World War, when this district was beginning to grow in all directions, the need for a local hospital began to seem more urgent.

The first public steps were taken in 1955 when a meeting was called and a steering committee was set up under the chairmanship of M. M. Robinson. Members called on every organization, commercial and industrial business in the area, asking each to appoint representatives, and from these, along with representatives of the towns' doctors (about 15 at that time), grew a committee of 100 which recommended that the hospital board be established. Plans for a hospital then began to grow in earnest.

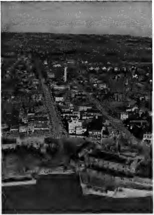
Election of the first board of governors swiftly followed town amalgamation in January, 1958, and the members who served under chair man A. S. Nicholson were Rev. H. Lowry, Mrs. B. Bates, Mrs. V. Vallance, Dr. W. J. Deadman, Rev. J. Warren, R. H. Shannon, Paul Fisher, Vice-Chairman, F. P. Gallagher, B. Coleman, W. E. Breckon, Eric Gudgeon, H. Tier, Leonard Eames, L. Campbell, A. Leishman, Hughes Cleaver and W. N. Smith.

With 668 in favour and 254 against, members of the Burlington-Nelson Hospital Association declared themselves in favour of the Brant Museum Park as the site for the new hospital, which was appropriately named Joseph Brant Memorial Hospital. Sod turning was held in May, 1959, and the money to build the $3,700,000 building came from municipal, county and provincial grants, plus public subscription. The L-shaped building consists of six-story nursing wings joined by a 100-foot elevator tower.

Almost as soon as the hospital was planned, the Women's Hospital Auxiliary was formed with Mrs. Kenneth Brown as its first president. Many thousands of dollars of equipment have been donated to Joseph Brant Memorial Hospital as a result of the auxiliary's work. President in 1966 is Mrs. S. M. Ferguson and there are now more than 900 members. Hospital administrator is William O'Neill and Miss Betty Davidson is director of nursing, following the retirement of Miss Marie Hudson. A. S. Nicholson was succeeded as chairman of the Board of Governors by Paul Fisher, W. N. Smith and Wilfred Carter. When the hospital opened its doors in February, 1961, the first patient was a mother-to-be and it wasn't long before the Brant was operating near full capacity.

Architects Prack and Prack who designed the present building were engaged in 1966 to draw up plans for a needed hospital addition. This will double the original 228-bed hospital and include psychiatric facilities. The cost has been estimated in excess of six million dollars and again it will be met by federal, provincial and county grants and a provincial loan. After several stormy council meetings the town agreed to grant over a million dollars over the next two years. This is expected to eliminate a public subscription on the scale undertaken for the original hospital.

The new apartments are assisting in the accommodation of the large nursing staff and several new office buildings have provided suites for doctors and dentists. The final chapter in the story of Burlington's health services will probably be written when a second hospital in the town's northern section is constructed.



AERIAL VIEW LOOKING NORTH ON BRANT STREET—1946

31

"Do Unto Others": Welfare Practices

Back in the 1800's there was no Family Service Bureau, no Department of Welfare or any government-sponsored help for the poor and sick. Each village and township took care of its own. Public sympathy was felt for widows with young children to support, or for the infirm and elderly who could no longer work. In those times when there were no public institutions to speak of, and homes were larger than they are today, there was no trouble absorbing another person into the family group, especially if the local council paid for his support.

Accounts of Nelson township council in the latter years of the century indicate that much deliberation was given to charity cases. In 1888, council approved names of several people as "being indigent and fit subjects for public charity" — to be paid $4 monthly. One woman was paid this sum "for keeping imbecile child until suitable place can be procured for her."

The following year a male infant was abandoned at the door of a local resident and was later placed in an infants' home in Hamilton at a cost of $1.50 a week. The baby was appropriately named Percy Nelson, after the township in which he was found, and he became the responsibility of Nelson council. Thereafter, regular bills appeared on the agenda "for board and nursing of the child Percy Nelson in the Home of the Friendless and Infants" in Hamilton amounting to $24.

In 1894, the matron of the home wrote to council to state that the child was then over five years old and that they only cared for children under five. The Reeve and clerk were authorized to make other provisions for the boy, and he was soon placed in a home for boys in Hamilton. The last mention of Percy in the township accounts was a bill for $13 paying in full for his care at the orphanage at the time when he was finally placed for adoption.

Paying of charity accounts was a part of each council meeting. Money was appropriated for treatment of the sick in Hamilton hospitals, for the care of such persons as "a helpless old woman having no means of support," payment to a doctor for "certifying male person as a lunatic," and for care of an "invalid who can be looked after in a home" (it was later reported that she had been placed in a private home in Kilbride for $2 a week and was slowly regaining her health)

Sometimes people applied to council for aid and occasionally their names were referred to the Reeve. There was no secrecy involved in protecting the names of those who were paid from the Poor Fund. In the township's accounts for 1871, for example, are two full pages of names of people and the money paid to each, amounting to $520. Cost of death was low in 1864, when this item showed up on the accounts: 'On motion of Mr. Halstead, the treasurer was ordered to pay Thos Boden $2 for digging two graves for indigent persons, and also $3 to Joseph Date for a coffin for Bradley."

The Village of Burlington had its own Poor Fund and its own problems in distributing the money. One woman, getting $4 monthly, was turned down in her request for more, it being noted another widow got along on $2 a month! By 1895, Burlington had a Charity Committee which determined the actual need in each case. One elderly woman, "Mrs. D." was looked after by a different family each month for $6 until a place was found for her in the House of Providence at Dundas for the same price. The village bought her a few supplies she would need at the home. When she died six years later, council handled the funeral arrangements.

Before the turn of the century there was a negro widow, Mrs. Virginia, who ran a small variety shop on Brant Street near the lakeshore as long as she was able to work. When she did apply for charity, it was only for the winter months. Mrs. Virginia died July, 1900, and the outstanding accounts of $22 incurred by her death were paid out of the village fund.

In 1898, the United Charities of the Village of Burlington was established. The chairman was Reeve E. H. Cleaver and members were Councillor James S. Allen, Messrs. C. Murphy and P. C. Patriarche from the Catholic Church, Messrs. J. Morrine and James Davidson from the Presbyterian Church, Dr. A. H. Speers from the Methodist Church, Messrs. E. Weber, F. Ackland from the Episcopal Church, and James Anderson from the Baptist Church. They investigated all names that came before them for charitable donations and discussed the need for a poor house in the county.

Reeve William Kerns in 1903 suggested that no charity should be given to any one unless by written order of the chairman, lest the situation get out of hand.

Gradually, responsibility for the aged, sick and indigent was taken under government and charitable organization supervision and in recent years, functional buildings such as Halton Centennial Manor in Milton for senior citizens, have been constructed. First mention of the Children's Aid Society was in 1917. When World War I ended, 'Council endorsed the resolution of the Galt city council petitioning the government to take up the problem of child welfare and widows' pensions and that the clerk be instructed to forward copies of this resolution to Prime Minister Borden and to Dr. Anderson, the member for the county of Halton in the Dominion Parliament."

The lists of people dependent on the Poor Fund disappeared and any further references to aid were in connection with donations to charitable or health organizations such as the Victorian Order of Nurses. The Canadian Red Cross and the Salvation Army, which did invaluable work during the first World War, continued ministering to the sick and needy in peacetime.

By now Burlington had a relief committee, consisting of three town councillors. Any doubtful cases were referred to Chief of Police Smith who investigated a family's need for assistance. An advertisement appeared in *The Gazette* asking citizens to get in touch with chairman of relief, "regarding anyone suffering from cold or hunger." When the depression hit this country in the thirties, the Burlington relief committee had its hands full in common with other normally prosperous communities.

Notices such as the following appeared in the 1933 *Gazette*: 'Commissioner Betzner has a number of unemployed cutting down and trimming trees throughout the town. As a result the town is securing a large quantity of wood, which will be distributed by the Welfare Board.' The next week a report said, 'About 25 cords of wood have been obtained by cutting down trees. Several large ones estimated to be at least 130 years old were cut down in Lakeside Park. All of them were rotten in the centre and it would only have been a short time before they would have toppled over anyway.'

Another notice read: 'Relief boxes have been placed in all the local grocery stores, and already a good amount of supplies has been collected and turned over to the Welfare Board.'

In September, 1933, the Burlington *Gazette* reported on dire problems elsewhere: "Free railroad transportation from Ontario to the west has been granted for car loads of fruit, vegetables, and other relief foodstuffs and clothing being sent in aid of those whose gardens and crops have been ruined by drought and grasshoppers. United Churches of Halton County are making arrangements to ship the carloads to the stricken areas."

In 1935, Police Chief Lee Smith, of Burlington, and Chief Harvey Hunt, Nelson Township police, collected funds from various clubs and organizations which they used to buy food baskets for the needy. In 1955, a public meeting was held and a Christmas Welfare Committee was formed under the joint chairmanship of Chief Smith and Inspector Hunt. A central registry was set up to provide better distribution to needy families.

By 1961, the Halton Christmas Bureau was formed, and town organizations gave the project whole-hearted support. The following year the Bureau was re-formed as the Burlington Christmas Bureau under the sponsorship of the Inter-Service Clubs. Since the early days of the program, George Johoson's home on Wellington Street has been the headquarters for toy repairing and distributing. Mr. Johnson was chosen as Burlington's Citizen of the year in 1963.

The list of volunteer charity helpers throughout the year includes church and school groups, sororities, auxiliaries and service clubs. Some groups have been organized for a specific purpose, such as the Joseph Brant Memorial Hospital Women's Auxiliary, the Margaret McKindley Auxiliary for the Blind and the Burlington Association for the Mentally Retarded. Lending a hand to local as well as national projects are such societies as the University Women's Club and the three I.O.D.E. chapters, Thayendanegea, Wellington Square and Sovereign.

Service clubs in the Burlington area embrace a great many of our citizens, including women's auxiliaries. The Inter-Service Club includes representatives from the Canadian Legion, Branch 60, Chamber of Commerce, Optimist, Kiwanis, Rotary, Kinsmen, Zonta (the town's first service club for women), Lions (Aldershot, Central and Burlington-Nelson branches) and Civitan Clubs along with a representative from the town.

The Inter-Service Club's 'Citizen to be Remembered' award has become a tradition. Begun in 1955, the first Citizen to be Remembered was former police chief, Lee Smith, after 41 years of service to the Town. In 1956, Constable Charles Parsons was chosen for his work in the traffic safety field. In 1957 Mrs. Dorothy Angus, a friend to thousands in her capacity of town librarian, was the first woman to receive the award. A. S. Nicholson was honoured in 1958 for many years of service including leadership in the building of Joseph Brant Memorial Hospital.

M. M. Robinson was cited in 1959 for his contribution to local education. Three years later a new high school was named after him. Mrs. E. R. Swift was recognized in 1960 for work in the interests of retarded children and in the formation of Mayfield School for Retarded Children.

Dr. W. A. Weaver, Citizen to be Remembered in 1961, gave years of service as a general practitioner and along with his wife gave impetus to the building of Central Arena.

Principal of Burlington Central High School from 1928 until his retirement 35 years later, James MacFarlane Bates was honoured in 1962 and George Johnson in 1963. Originator of the Red Cross loan cupboard Mrs. Gordon Blair was honoured in 1964, and the fourth woman to be remembered was Mrs. J. D. Mills in 1965, for church work and concern for the blind of the community.

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Homes and Subdivisions

The first early land sales at what became Wellington Square were made by Joseph Brant who had been deeded Brant's Block in 1798. These sales were made to loyalists, some of whom were friends of Brant before and during the Revolutionary War. In 1805 Brant sold 200 acres to Nicholas Kerns and 211 acres to Robert Wilson.

The Robert Wilson land was sold in 1808 to Benjamin Mallory, then to John Heigh for £300 and later, the same year, back to Mallory. In 1815 the sheriff of the Home district gave a deed for the same land to Augustus Bates for £50 10s, apparently a mortgage sale. This is typical of the back and forth transfer of many of the early realty transactions.

The earliest white settler on the land of Wellington Square is believed to have been Augustus Bates who came here in 1800. His farm ran west from Brant Street over to the middle line of the present St. Luke's graveyard. Augustus was the brother of the William Bates who had operated the King's Head Inn at the south end of the beach. His descendants retain Augustus Bates' 1806 license to sell spirituous liquors by retail, indicating that he, too, ran some type of hostelry.

James Gage of Stoney Creek laid the foundation for the village of Wellington Square by making the first survey of Brant's Block and buying 358½ acres for £232, 14s. 4d. This was a rectangle fronting on the lake between Rambo Creek and Brant St. Gage put up mills and commercial establishments. There is a possibility that James, Maria and Martha Streets could have been named after members of the Gage family. In 1805 Brant mortgaged 1,000 acres to Mather Elliot and in 1812 after Brant's death the land was deeded to Elliot.

Other early sales were made to John Davis, 240 acres, Ralph Morden, 161¾ acres; Michael Groat, 144½ acres; John Dawson, 106 acres, Peter Desjardins, 125 acres. George Chisholm settled at the old outlet between the Lake and Bay. John Chisholm was another early landowner near there.

In 1805, Thomas Ghent bought 205½ acres from Brant and in 1806 Ashael Davis bought 240 acres. The Davis Ghent story is the saga of two U.E.L. families. Originally from Wales they had emigrated to North Carolina where plantations had brought them wealth and position. In 1792, loyal to the British Crown, they fled north to the mouth of the Genesee River, the site of the city of Rochester. They remained there until an old friend, Governor Simcoe, hearing of their plight, had them transported by gunboat to Fort Niagara.

Here they spent the next winter before going on in the spring to settle on Crown lands at Mount Albion in the township of Saltfleet. A few years later they bought land from Joseph Brant and settled their families on Brant's Block. With them they carried by canoe across the bay small apple trees they had raised in Saltfleet from seeds from the Carolinas. They cleared their land and planted the seedlings which prospered and formed the nucleus of the orchards which made this area noted for apples. Thomas Ghent built his homestead near what is now Maple Avenue and Ontario Street. The Davis homestead site is now occupied by the offices of L. H. Schwindt and Co. Ltd., east of Maple Avenue, on the Queen Elizabeth Way.

The families joined hands with the marriage of Thomas Ghent's son to Elizabeth Davis. Their son George, born in 1806, and Augustus Bates Jr., born January 4, 1805, were the first two white children native to this area. These families were also linked in 1831 when George Ghent married Catherine Bates, a second cousin of Augustus Jr.

These families and others of the first settlers went through many hardships and only the fittest survived. Log cabins were erected after a clearing had been made in the forest. Rather smugly a writer in the *Genesee Farmer* said in 1841, "A log house in a newly settled country has always struck me as exceedingly good taste and first rate domestic economy." Frame houses, of sawn logs came later after barns were built. Anna Jameson, travelling through Wellington Square in 1837 said of the settlement, "It has been recently laid out and contains about 20 wooden houses".

After the Loyalist settlers had arrived, the next newcomers were mostly immigrants from the British Isles. They found it a lonely life in Upper Canada, especially the women. "There are many pining and discontented women in Canada," observed Mrs. Jameson, who said of the inhabitants, "Their love, their pride, are not for poor Canada but for high and happy England, but a few more generations must change all this."

Life here was, indeed, a far cry from what these people had been used to. 'It was flax, the pedlar's pack and buckskins that the early settlers had to depend on for clothing when their first supply ran out', said Egerton Ryerson, an itinerant preacher who visited locally. With the help and advice of the Indians, deerskins were preserved, dressed

and made into coats and trousers for the men. The government encouraged the growth of flax for linen and every farmhouse had a loom.

The everyday menu would include slices of dried venison, hot cakes of Indian corn, eggs, a bowl of milk and perhaps radishes or pieces of sassafras root. The occasional visitor might be given venison steaks, fried fish, coffee, cheese, whiskey punch and tea brewed on special occasions and tasting like mouldy hay.

Farm work was hard and labour scarce. In November, 1817, when there were 16 houses in Wellington Square, John Brant, Augustus Bates, Ashael Davis, Thomas Ghent, Ralph and James Morden and Nicholas Kern reported "The reason the province has not improved more is in part, owing to the inhabitants wanting the means of assisting themselves more than they were capable of doing by manual labour."

There was little cash available and horses cost £15 at Wellington Square when any were for sale. A hired man, if one could be found, would work for £25 a year, or 5 shillings a day at harvest time. Farm implements were of the most primitive kind.

The sad plight of many settlers is described in the 1817 Trafalgar township report, "The greater number of our farmers, when they first settled in the wild woods have little more property than a cow, a yoke of oxen, a log chain and an axe . . . The family generally consists of a man and his wife and a number of young children and is unable to hire hands. The whole of the labour devolves upon the man until the eldest of his children grows up to help him. His toil is incessant. Four or five acres is all that he is able to clear and sow in a season. Often he has to work out for a part of his bread.

"By the time he gets his farm in such a state of improvement as might permit him to live comfortably, he is frequently obliged to sell it, in order to pay off his debt. Those who weather out the first ten years without sinking are generally able to spend the remainder of their days in comfort."

Conditions had improved by 1845 when there were about 400 inhabitants in Wellington Square. Smith's Gazetteer of that year noted the village had been settled about 20 years. There was just about every type of store as well as a doctor, tavern and churches. Transportation by steamer to Hamilton was available.

Meanwhile, at Port Nelson, there had been a settlement probably earlier than at Wellington Square. This community was just outside Brant's Block at the Guelph Line and before Brant was ready to sell off lots, Crown land could be had in Port Nelson.

One of the first substantial homes at Port Nelson was that of Dr. Thomas Greene, first rector of St. Luke's Anglican Church who came here from Ireland and settled on a 200 acre farm in 1832. His home

THE FISHER HOME (SHADY COTTAGE) — BUILT 1837

was at what is now the corner of First Street and Hart Avenue. Great pines, acacias and honeysuckle lined the drive leading from the Lake. Mrs. Greene's roses from her native land gave the place the name of "Roseland."

The community at the foot of Guelph Line originally had been called Cape Paradise but in 1839 the name Port Nelson appeared on a provincial map. The population eventually reached 250 but in 1846 there were 60 inhabitants, a store, tavern and shoemaker. Five years later a carpenter and shipbuilder had settled there.

By 1869 the population was 150. The centre of the village was at the corner of the Guelph Line and Water St. extending for a distance on both sides of the Guelph Line. A portion was south of Water Street but where it stood is now under water, the shoreline having eroded with the action of the waves. Market Street appeared on an early map of Port Nelson. It may have symbolized the Port's anticipation of a commercial area which never materialized.

Farther north, Harman Fisher of the Philadelphia region, who had settled near Vineland, bought 200 acres on what now is the Guelph Line from Catharine Brant for his son Peter. Peter Fisher settled there with his bride in 1825 in a log cabin. The Fisher home at 801 Guelph Line was built in 1837. Today several generations later, the Fisher Farms are still a successful enterprise on part of the original land purchase.

In 1873 the part of Port Nelson, west of the Guelph Line, joined with Wellington Square to become the incorporated village of Burlington. The shipping activities of the Port declined as the lumber and grain shipments fell off and it had become a residential and farming community by the end of the 19th century.

The name of Port Nelson was retained along with Roseland and

have become attached to the area easterly from the Guelph Line and between the lake and New St.

The first developer of Roseland was W. D. Flatt, a lumber merchant who had built a 'suburban' home in 1910 at 3074 Lakeshore Road. He and his wife were "so delighted with our environment . . . that we decided to purchase other properties on the Lakeshore and to develop a suburban community."

In a 1912 brochure, Mr. Flatt, a salesman par excellence, describes the 'invigorating' breezes, the rich garden soil and the magnificent shore line. He did not remain in this beautiful setting too long, selling it in 1914 to John Moodie, of the Hamilton knitting mills family, whose daughter, Mrs. Victor Vallance, still resides there. The home is on the south side of the highway with its red tiled roof and beautiful garden and is as lovely today as it was a half century ago.

Mr. Flatt by 1912 had laid out what he called Pine Cove Survey from the Guelph Line to Pomona Avenue on both sides of the highway. Stretching along to the east were Pine Cove Addition and Pine Cove Extension. In Pine Cove he had set aside a six acre recreation park and at the lake shore another 600 foot park frontage with a pier. Lots in Pine Cove were going for $1,000 to $1,500 in 1912, while those further east in the extension were from $250 to as high as $1,500.

Still farther east at Walker's Line was Flatt's Crystal Beach subdivision and each lot had a 50 foot lake frontage extending back as far

GUELPH LINE AND LAKESHORE ROAD—ABOUT 1912

LAKEHURST VILLA—ABOUT 1912

as 425 feet These lots were listed from $800 up Shore Acres was the most expensive survey with wooded lots going for $1,500 to $3,000 These were from two to five acres with a pier and good harbour for small boats.

Unfortunately as far as the lakeshore was concerned, Flatt was ahead of his time Some large homes were built along the highway but most of his land remained empty

In 1922 Ross Hart for which Rossmore Boulevard and Hart Avenue are named, laid out Chestnut Park which extended on both sides of First Street from the Guelph Line to Rossmore Boulevard. In 1924 ,the Cleavers began the developing of Roseland as it is today

The Roseland Park survey took in Balmoral Avenue, Hart Avenue, Princess Drive, South Drive and Woodland Park Drive In the early 1930's Hughes Cleaver developed Roseland Court Survey Rossmore and a continuation of Princess Mr Cleaver recalled the area was open fields before he planted the trees which add so much to the district's charm today

In the late 1950's Mr Cleaver opened up Roseland Heights, north east of the filtration plant and later, Shore Acres Heights In these surveys he continued his policy of tree planting, putting a Schwedler maple on each lot

In the mid 19th century a settlement was started on Brant Street Joshua Freeman formerly of Nova Scotia divided equally his 400 acre farm with his son, Joseph, and each worked his holdings on the northern corners of Brant St and Plains Road One of the district's oldest homes, the Joseph Freeman farmhouse was torn down when Holland Motors built on Plains road, just west of Brant street. Joseph's son J. Smith Freeman, a president of the Burlington Horticultural Association, had lived on in the homestead.

Freeman station encouraged the establishment of several industries around the railroad and a few homes were built there. Edwin and Wesley Freeman, sons of Joseph operated a general store and Post Office on the east side of Brant street north of the C.N.R. tracks. This was run by a Mr. Armstrong and then by William Cannon whose wife was related to the Freeman and the Ghent families.

South of the tracks, on the west side of Brant street was the "Freeman House", a boarding house operated by George Renton. The present barber shop is the former parlour and today's store occupies the sitting room and the dining room. This building was believed to have been a hotel before Renton's time.

After the turn of the century, when Brant Street was a dirt road and the Queen Elizabeth Way was a nine-foot wide strip of gravel, the Lewis's, Sherwoods, Klodts, Kerns, Pearts, Bells and Malcolmsons lived at Freeman.

After 1900 A. B. Coleman built the Brant Hotel and developed Indian Point as a residential area. The six-hole golf course there was the first in Burlington. Mr. Coleman died in 1939. For many years the streets were without names but in 1951 with the advice and help of Brant Coleman, son of the founder, the streets of Indian Point were given names such as, Iroquois, Algonquin, Mohawk and Indian to perpetuate the memory of the nations of warriors who were the original residents.

W. D. Flatt helped to develop the shores of the Bay. Buena Vista survey was opened on the King property and to the west. Brighton Beach became a close-knit little community. Brighton Beach had been owned by Daniel Harrison who sold 22½ acres of his farm on the north shore of the bay in 1912 to Mr. Flatt for $20,000. This acreage lay between Woodland and Holy Sepulchre Cemeteries.

A pumping system was installed by residents for their water supply, electric lighting installed on the main streets, streets widened and names posted, baseball teams organized, a tennis club started, and postal delivery and pick-up instituted. The survey attained the status of an electoral sub-division and residents had places on the township council and high school and public school boards.

Burlington was sprouting its wings with the dawn of the 20th century. Wooden sidewalks like those in front of the Roderick home on Water street, west of Brant street, would disappear. The Roderick house was built and owned by Capt. Sharp and was said to have had parquet hardwood floors, the first in town.

In 1892, Caroline Street from the limits of the village of Burlington to Lorne Street and a part of Lorne Street were accepted by Nelson township as public roads. John Gray had laid out streets in his survey extending between Caroline and Lorne. In the same year, Addison Hager laid out a street extending from Ontario Street to the Hurd farm named Hager Avenue. It was accepted as a public road and a portion of the town boundary at the time.

Bits and pieces of Nelson township were annexed by Burlington from time to time and in 1909 the boundary was extended to Maple Avenue. This relatively large chunk of expropriated land went across Birch, southward along the C.N.R. property, across to Maple Avenue and down to the Beach.

By 1911, Ghent's survey had been opened with the township accepting Ghent Avenue as a public road. Roads and housing went hand in hand and the creating of Bayshore Drive or North Shore Boulevard in Aldershot opened up the Inglehaven and Glenhaven surveys.

From the turn of the century right up to the 1930's Burlington was the kind of small town every boy should live in, in the judgment of present residents who remember those days. Caroline Street was the boundary of the town proper and west of Brant Street Hurd's farm stretched north. The Bell and Blair orchards extended north on the east side of Brant street. Along Brant to Freeman there were a few homes. Beyond Freeman was the "country". In the late 1930's Emerald Crescent was being developed and from there to Freeman the view was green countryside for the most part. The atmosphere was peaceful with the only sound the occasional whistle of a locomotive or the pealing of the town bell. There was no clangor of industry or traffic to shatter the peace and calm. Everybody knew everybody else. Families intermarried and business was done on a more personal basis with a man's word as good as his bond. But change, or as some say "progress" was just around the corner.

Inglewood survey reminiscent in a modest way of Indian Point was begun in 1925 by Irwin Proctor who owned a farm east of the present Strathcona Drive. As a pioneer aviator he had a hangar and an aeroplane located on the property. Proctor's father, a prominent Hamilton settler after whom Proctor Boulevard was named, had owned the lakeshore property and willed it to his son.

Originally the Lakeshore Road had curved to follow the shore line of the lake. When the No. 2 highway was paved and straightened after World War I Proctor had found himself with land fronting on either side of the highway. He opened up Belvenia Avenue in the middle of his farm north of the highway. The land remained idle for some time until, about 1925, he opened a survey and offered for sale lots south of the highway. Inglewood Drive, curving around from the highway to the lake and back was constructed. Light standards, a sunken garden and other embellishments were installed. Two lots were sold and then the depression set in. One of the houses is the stucco home on the south-east corner of Inglewood and Lakeshore built by Mr. Proctor on speculation.

Towards the end of the depression, the town found itself with a great number of vacant properties acquired by tax sale.

In the latter part of 1936 a program of selling lots for $25 to $50 each was started with the provision that the purchaser, within a year, begin construction of a home worth not less than $3500. Home building was stimulated and the growth of the town has never faltered since then.

One of the "deals" made at this pre-World War II period was a trade between the town and M. C. Smith. The corporation had 11 lots on Smith Avenue and Mr. Smith had 12¼ acres adjoining Central School, the last open land within Burlington. The town and the ex-mayor, for a token dollar, bought each other's land. The farm property was developed as a park and a section later given to Central School as a football field and for future expansion. It is reasonably sure that Central could not have continued at its present location or have grown to its present size without Mr. Smith's land.

It was after World War II that Burlington began to mushroom. W. Frank Utter had, just prior to the war, developed the Glenwood survey, west of the Guelph Line. After the war, parcels of Veterans' Land Act property were sold further west on the Clarence Wood farm, and the Queensway survey was opened. More V.L.A. lots were sold to veterans on Pomona Avenue north of Roseland and in other sections in Nelson township and Aldershot.

In the centre of town, A. S. Nicholson sold land to C. F. Hewitt who developed after the war Eden and Halifax Places, Baldwin Avenue and Hurd. He also opened up Harris Crescent from Torrance street.

The Blair farm was subdivided by John and Stanley Blair in 1952. The former Ogg farm on Brant Street north of Blairholme Avenue had been bought by George Blair whose substantial farmhouse across from St. John's Church built by him in 1896 is the residence of Stanley Blair, a son.

The former Bell property on Brant Street where the shopping plaza is located was originally the Springer and later the Koenig farm. The Springer home of Gothic design with a fountain in front stood about where Loblaws is now. As well as operating successful orchards, Mr. Bell built a large cold storage plant which was torn down for the Brant Street commercial development. Some of the streets in the adjacent subdivison, Courtland, Wagner and Tallman are named after species of Bell apples and Bellwood commemorates the family name.

THE LATEST CONCEPT IN TOWN HOUSES & GARDEN COURT APARTMENTS
KENSINGTON GATE

North of the highway, west of the Guelph Line, George Fisher had a farm. His son-in-law, Ira Clark who had married Nellie Fisher, was a Quaker mathematics teacher in Orillia. At George Fisher's death, the Clarks came down to Nelson and settled on the Fisher Farm. Ira Clark was a good farmer and the farm continued to prosper under his management. About 1949 when he died, the survey of Clarksdale was opened up for residential development. Fisher Avenue runs through the centre of the original survey. Later homes in Clarksdale are on what was the Peart farm.

Just about the time Clarksdale was being developed, some houses were built adjacent to the Queen Elizabeth Way west of Guelph Line. The Department of Highways ruled that they be moved back from the highway and they were taken up to the Clarksdale property to the north.

Mountain Gardens survey is on the former Eaton farm and Rolling Meadows takes in the upper part of the Eaton farm and land owned by the Kerns brothers. West of the Guelph Line and Clarksdale School, the subdivision Maryvale was opened by Arrigo Bros. Ltd., the company which also built townhouses and multiple housing south of Maryvale off Mountainside Drive.

One of the latest tracts to be opened north of the Queen Elizabeth Way is Tyandaga Estates, a 600 acre complex built around the golf course, consisting of garden apartments, townhouses and fine residences being developed by the Rampart Co. Brant Hills Estates, comprising hundreds of acres north of M. M. Robinson High School is a project of Western Heritage. Long Pines, a townhouse complex was developed east of Guelph Line, north of New Street by Gerald Stark, who also opened Cranston Court, in Aldershot, and Rothesay Place, west of Walker's Lane and New Street.

In Aldershot, after World War II, Hughes Cleaver acquired the Long farm and opened up Long Acres subdivision. Jacob Cooke developed "Birdland" on the Filman farm in the early 1950's and later Glen Acres and adjacent surveys. John Cowan in 1952 developed 35 acres in North Shore Gardens west of the Burlington Golf Course. It was in Aldershot that Jacob Cooke opened up Harbour Heights overlooking the bay. Mr. Cooke developed Marley Park, east of Francis Road, and Fairwood Acres behind the Dominion Store.

Elizabeth Gardens in the far east end below New Street, stretching from Hampton Heath, was developed before amalgamation. After 1958 Burlington found itself with a subdivision in which roads were unfinished or not up to standard. Crews were despatched to finish the job and the costs were charged to the developer. West of Elizabeth Gardens a partially wooded area was opened up by Verhoeven Const. Ltd. White Pines became a charming subdivision of split level homes. Guildwood subdivision, another Verhoeven project south of New St., west of Walkers Line was developed about 1964.

Strathcona Gardens, Pineland South, east of Appleby Line, and Ravenswood were developed between 1955 and 1962. Ravenswood was a 100 acre farm owned by Colin Smith west of Walker's Line. The homestead called "Ravenswood" is back on a winding driveway from the Lakeshore Road, the home today of R. A. Carlton whose wife was a

A MODERN SPLIT LEVEL SINGLE FAMILY HOME

A TYPICAL HIGH RISE DEVELOPMENT — LA SALLE TOWERS

Smith. The Smith line traces back to Hiram Smith one of the town's first businessmen who is mentioned elsewhere in the chapter dealing with education.

While it is not possible to list all the subdivisions, the population figures tell the story. Between 1947 and 1960 the growth rate for Burlington was 228 per cent while that for the whole of Ontario was only 33 per cent. Burlington's growth has been directed by a master plan designating certain areas for commercial, industrial and residential purposes. Schools, parks and shopping facilities have been planned to meet the needs of the present and the future.

Burlington has pioneered in the field of town planning, council agreeing back in 1921 that preparations should be made for the years ahead.

It was in 1949 that the district was made a planning area under the Ontario Planning Act of 1946 and the Burlington and Suburban Area Planning Board was set up. Members have included such men as Edmond Holtby and Allan S. Nicholson. The present chairman is Gordon Schottlander. The board consists of eight Burlington members appointed by council, two from Waterdown and two from East Flamboro.

The town's official plan, approved in 1962, made Burlington one of the first municipalities in the region to have an official master plan. The planning department was established in 1961. Director of planning is R. E. Roberts, assisted by Robert Serena.

The Provincial Planning Act set out certain requirements for developers. After 1959 the act was broadened to allow municipalities to set their own standards. At present developers in Burlington must put in hydro facilities, storm and sanitary sewers, satisfactory streets and street signs. The town and the developer work together in deciding what refinements should go in. Some main roads leading to schools, for instance, call for curbs, boulevards, and sidewalks while other short streets need only curbs.

Subdividers must put $700 per house into a reserve fund to pay for extra facilities in the way of fire and police protection, street maintenance equipment, parks, schools, etc. needed in the future.

A recent phenomenon has been the high rise apartment of six or more stories. As the Federal government made available more mortgage money for multiple housing, builders began the construction of several tall structures. Citizens in residential areas protested intrusion on their privacy. The municipal elections of December, 1965 were stormy and an almost completely new council was voted in, committed to halt or at least slow down the apartment building in predominantly residential low density areas.

Torrance Terrace, the first of the "cliff dwellings" at Torrance Street and Lakeshore is set in landscaped grounds. Other high rise buildings finished and in some cases unfinished are spotted here and there from Aldershot to the Skyway Plaza.

Burlington has run the gamut from log cabins to luxury penthouses. Little evidence remains of the town once described as the "Brighton of Canada", a watering place and summer resort without peer. The new Burlington meets the need of a different age.

33

The Way Ahead

Long-time residents of Burlington miss the small-town features of the community and the days when they could walk down Brant Street and recognize everyone. They remember the festivities and parades such as the celebrations in 1927 to commemorate the Diamond Jubilee of Confederation. The Lions Club erected a cairn in Gore Park to mark the occasion and on Dominion Day, July 1, they organized a big parade down Brant Street.

Skipping across the years, everyone in town celebrated Queen Elizabeth's coronation in 1953 when a community church service was held at the arena. Elgin Corlett led the musicians and the choir was representative of all the churches in town. Coronation Park at the corner of Wellington and Emerald Streets was dedicated with A. C. Mason planting a tree there and Spencer Smith doing the same in the park at the foot of Brant Street.

Now the town is preparing for the celebration of Canada's Centennial year 1967 with parades, pageants, and parties of all kinds.

Burlington has indeed grown from the rural village of 1873 with a population of something over 750, to the town of 1914 with 2100 inhabitants, to the sprawling community of 1966 encompassing an area of 53,880 square miles with a population of 65,507. The jump in population figures from 9,568 in 1957 to 32,635 in 1958 was made possible by the enlarging of the town through the amalgamation with Aldershot and Nelson township. The story of real growth, however, is shown in a comparison of the June 1966 figure which is up 7,000 over that for the preceding September. Figures released by the Dominion Bureau of Statistics indicate that Burlington had twice as many residents in 1966 as in the amalgamation year of 1958.

With the announcement that throughout Canada the town was second only to Toronto township in the building of homes, the Burlington Planning Department's latest population projection figures become believable. Remembering that the town's planners in 1961 made estimates for 1966 that proved to be "on the nose", the following calculations are significant: for 1970—79,000, 1975—103,000, and 1980—135,000

Despite this type of prophecy, many in this predominantly residential town find it hard to believe that if growth continues as it is now, Burlington will eventually be a good-sized city.

Nineteen sixty-six has been the year of the regional government reports. The Mayo report charted the Niagara area and the Plunkett report did the same for the counties of Halton and Peel.

In July 1965 Thomas J. Plunkett, a Montreal municipal affairs consultant, was appointed commissioner for the local government review. Released in September 1966, the report recommended the formation in the north of a "Rural County of Peel-Halton" and in the south, the 'Urban County of Mississauga' composed of the towns of Burlington, Oakville, Port Credit, Streetsville and Brampton, the township of Toronto and part of the township of Chinguacousy.

As the areas affected study the report and its implications, the future of the community to the west, Wentworth County, Hamilton and the township of West Flamboro, is still in doubt. Already the Burlington and Suburban Area Planning Board has passed a motion requesting that a study of the possibility of regional government for this area including Burlington be undertaken by the province.

It would appear then, that if present growth continues, Burlington eventually will become a part of a larger complex stretching either to the west or the east. More exact predictions are only likely to produce a chuckle for future readers just as Rev. G. W. Tebbs' forecast of 1927 did: "Is it too much to hope that by the time Burlington celebrates the centenary of Confederation, 40 years hence, it may be known as one of the beautiful cities of the Province?' Mr. Tebbs asked, and added with pride, 'Surely Burlington stands a town 'nearest to Heaven and most like it'."

Perhaps this celestial comparison is less valid with the urban development of the past few years than it was nearly half a century ago. Yet there is growing among the newer residents the same pride in the town felt by past generations, a pride not only in the physical beauty of the town's location but in its achievements in keeping pace with a modern age.

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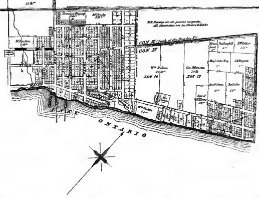
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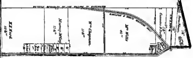
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Murray McCay
Wm Chapman
Wm Wills
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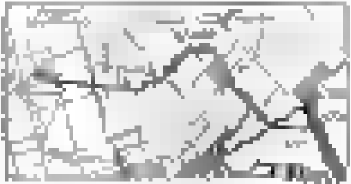

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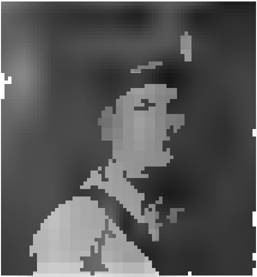

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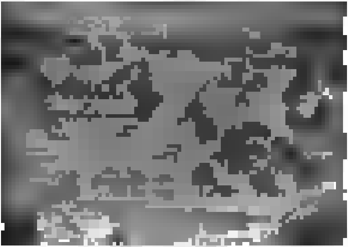

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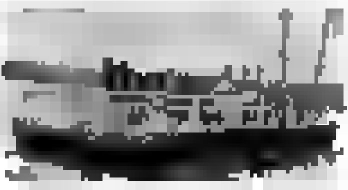

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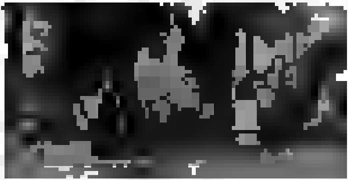

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A World of Ships

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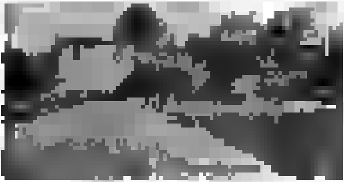

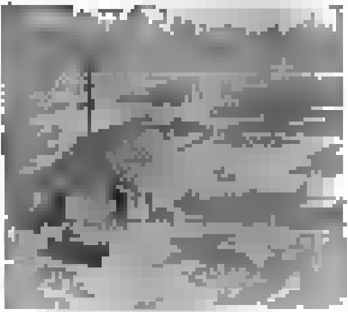

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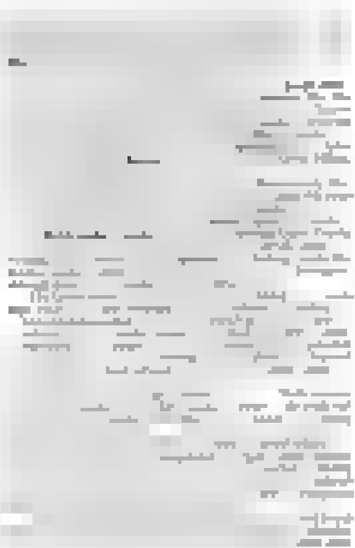

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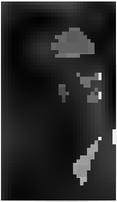

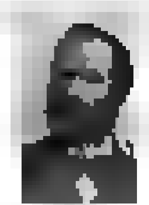

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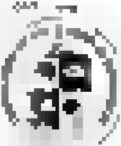

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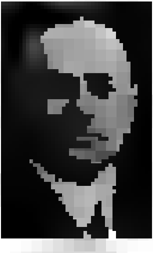

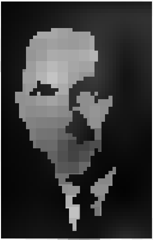

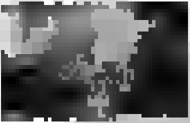

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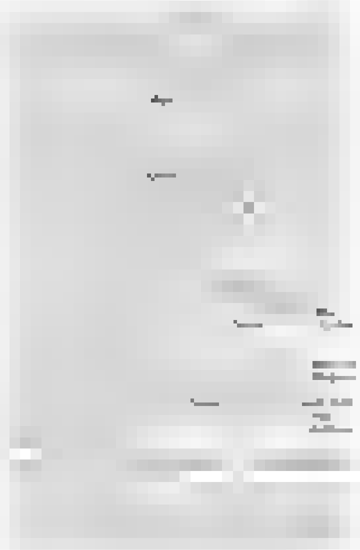

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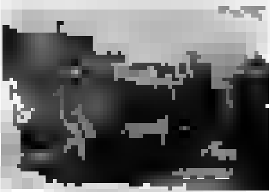

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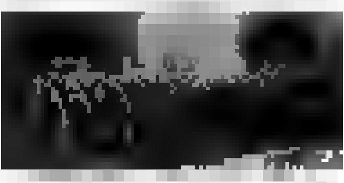

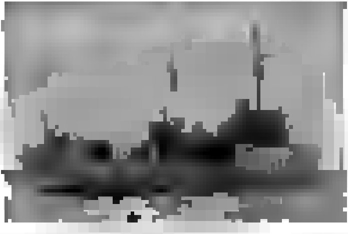

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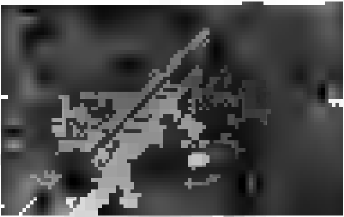

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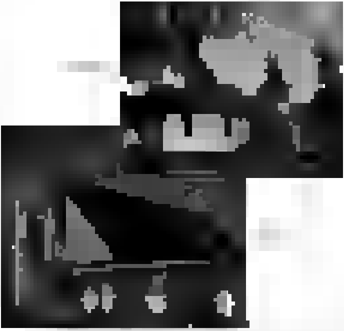

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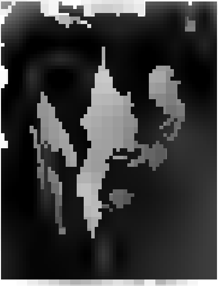

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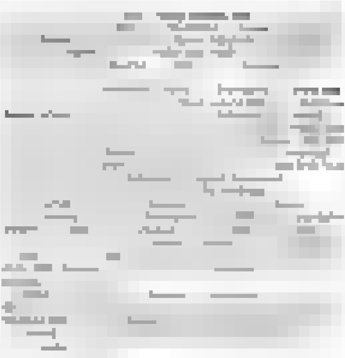

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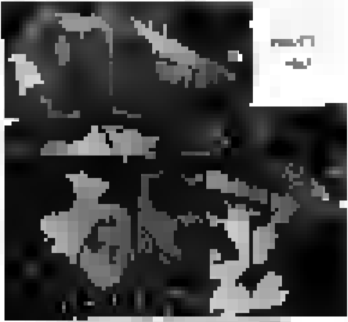

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The Development of Business and Commerce

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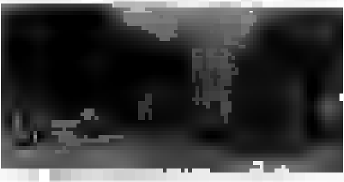

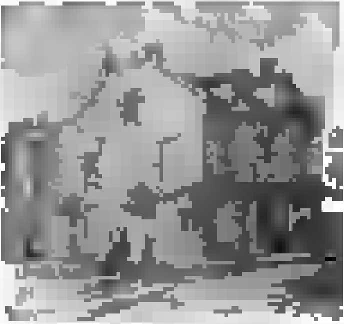

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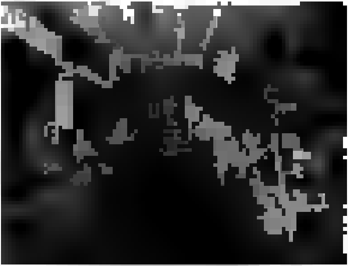

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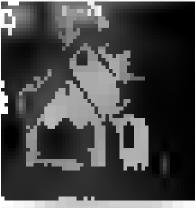

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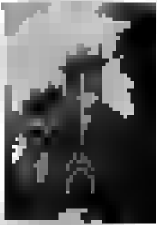

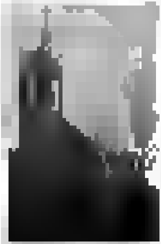

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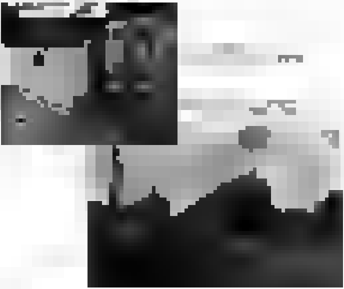

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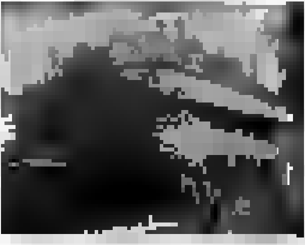

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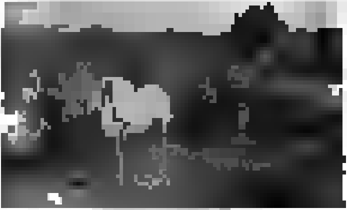

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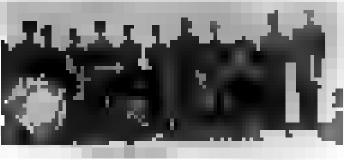

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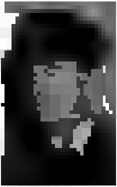

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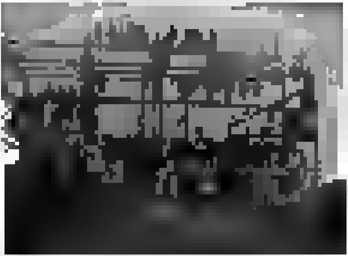

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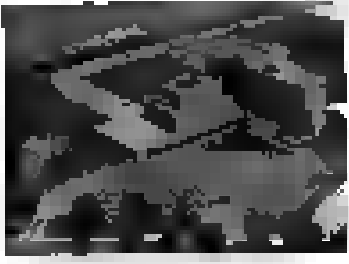

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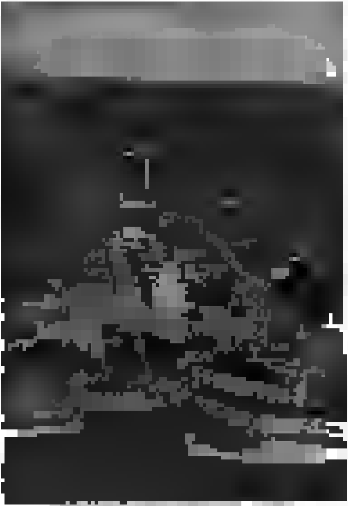

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The Lady Gilbert's [illegible]

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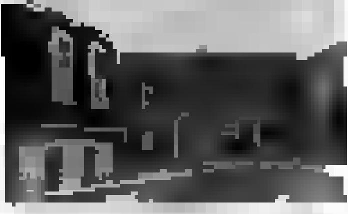

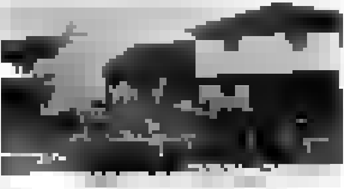

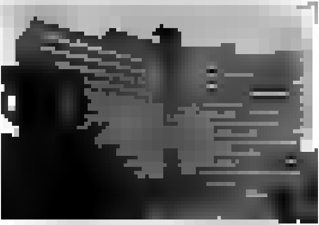

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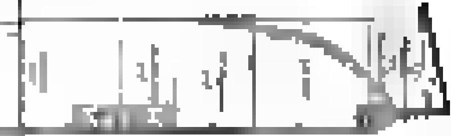

MAP
of the
VILLAGE
OF
BURLINGTON

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